

The Light Car & Cyclecar

3^D

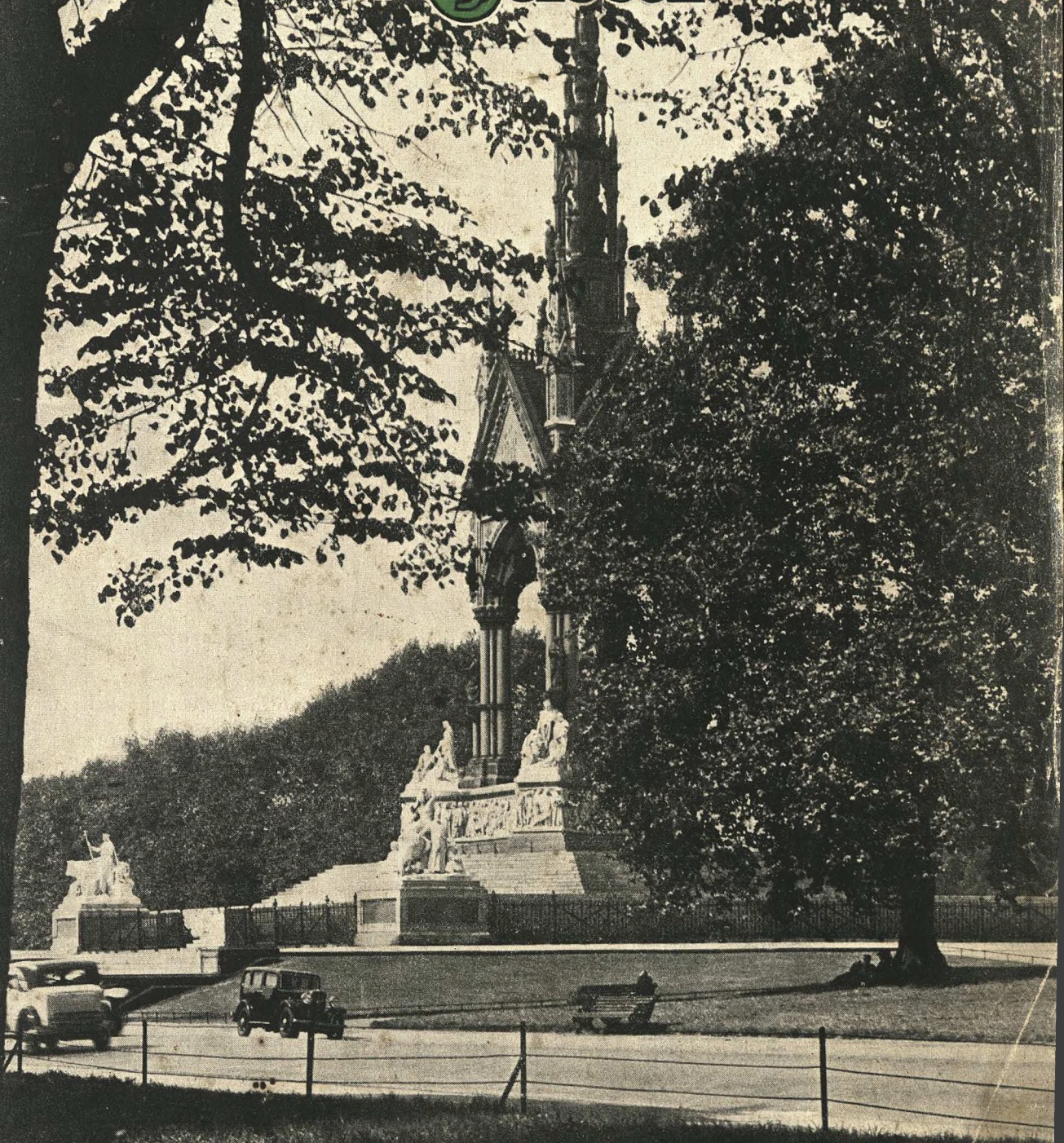
Vol. XLII. No.1084

Friday Sep.15, 1933

Registered at the GPO
as a Newspaper

Founded 1912

Head Offices:
5-15, Rosebery Ave., E.C.1
Telephone: Clerkenwell 6000



IN THE HEART OF LONDON.

The Albert Memorial, Kensington Gardens, regarded by some folk as one of the ugliest monuments ever erected is seen to advantage in this striking picture. It was built in honour of Prince Albert, the Consort of Queen Victoria, and overlooks the Royal Albert Hall.

ARMSTRONG
SIDDELEY

PIONEERS OF THE ONLY PROVED SELF-CHANGING GEAR

**New
Programme**

DURING the past season Armstrong Siddeley cars have enhanced their reputation and popularity amongst discerning motorists.

It is unnecessary to depart from those principles which have led to an almost unexampled success or to make any serious changes.

Yet Armstrong Siddeley cars are better than ever, due to improvements which have been made as a result of technical research in connection with our aero engine work.

TWELVE H.P.

Coachbuilt Saloon - - £300

Sports Saloon - - - £315

Special equipment comprising sliding roof, permanent jacks and bumpers, £12.

Apply for Catalogue "BE 302"

**Armstrong Siddeley Motors Ltd.,
COVENTRY**

10 OLD BOND STREET, LONDON, W.1
35 KING STREET WEST, MANCHESTER

BP302L

**ALL ABOUT MOTOR
VEHICLE REPAIR**



*Save time and money
by doing your own
minor car repairs and
adjustments*

Every owner-driver who wishes to tackle reasonable repair jobs and adjustments at home should read "The Motor Repair Manual" (6th edition).

Detailed instructions are given. There are sections on the lathe and its use; descriptions of tools and how to use them, and of various mechanical processes and workshop practice; hints on fitting up a repair shop, and much other essential information. The book is written in non-technical language and is fully illustrated.

2/6 NET

*Of all bookstalls and booksellers,
or 2/9 post free direct from the
publishers.*

TEMPLE PRESS LTD.,
5-15, Rosebery Avenue, London, E.C.1

JAMES GROSE LTD., the ORIGINAL MOTOR FIRM that was Established in 1876

SPORTS GAMES
EST. 1876
JAMES GROSE LTD.
The Original Motor-cycles and Accessory Firm.
Cycles and Accessories
379 Euston Road
Great Portland Street
LONDON N.W.1

CONFIDENCE IN POSTAL TRADING

For over 50 YEARS we have served MILLIONS of SATISFIED Customers through the POST, adding MORE and MORE EVERY YEAR. With a SPECIALISED KNOWLEDGE of the MOTOR TRADE JAS. GROSE, LTD. offer GUARANTEED CAR ACCESSORIES at prices unobtainable elsewhere. PROMPT DELIVERY, POST OR C.O.D. Carriage Paid on all orders of 10/- and over. Phone: Museum 8910 (3 lines)



DEAL with a FIRM of REPUTE, we UNDERTAKE to SATISFY YOU or refund your money.

STOP
Best Quality
STOP LAMPS
with foot Switch and Bulb
Actual Value .. 10/6
3/3

Pump Action Fire Extinguishers, J.G.L. with Bracket
6/9
Ditto, large size, 15/6

Cut Glass Flower Vases
Usual Price 8/6.
2/9

SPECIAL REPLACEMENT SILENCER
FOR AUSTIN 7
Fitted without alteration a few minutes. Reduces back pressure and gives better note.
10/6

Extension for Oil Filler for B.S.A. 3-wheeler
1/6

RADIATOR THERMOMETERS
Guaranteed accurate. Suitable for any car.
Usual Price 10/6
Post 4d.
4/9
Genuine Calomel, chromium plated
11/6
Usual Price 25/-

Usual Price .. 2/9
1/6
Flexible Petrol Pourers

AIR CUSHION
for seat, fitted with Genuine MOSELEY Float-on-Air interior.
Size 18"x16"
Our Price
Worth 25/-
12/6

Our Price
2/9
The 'Jagrose' LIGHT CAR GREASE GUN. Fits all standard nipples. Equal to any 15/- gun.
5/6

CUT GLASS ASH TRAYS
Highly plated support, detachable. Just the size, for light cars. Worth 6/6.
2/6

Hose Nozzle. Gives full jet spray and mist
2/6

SPECIAL OFFER
PARKING LAMPS
Complete with bulb. Fitted with switch and showing a white light to front and red to rear.
Usual Price 5/-
2/6

JAS. GROSE LTD.
Waterproof ARMLET
For Sports Car Drivers
1/9 each
Can be supplied in Black or White.

FERODO BONREST
for under the bonnet—stops rattle.
1" 1 1/2 d. ft. 3/8" 2d.
5/8" 3d.

STUPENDOUS OFFER! DIE-PRESSED BRAKE LININGS
For Morris Minor, 1929 to 1932, front 2/-
Ditto for rear - 2/-
For Morris Cowley, 1926 to 1931, front 2/3
Ditto for rear - 4/6
Complete Sets, front and rear, for AUSTIN 7 (1926 to 1932) 4/6
Worth 3 times the price.

Foil the Wheel Thief
2/3 EACH

Covered CHAIN for Securing Spare Wheels
REAL LEATHER Multi-coloured CAR CUSHIONS
Usual price 8/6
2/6

CAR LUGGAGE CARRIERS
SPECIAL for Austin 7 Single fold **6/6**
Pressed Steel, as illus. 16/6
SPECIAL for Morris Minor, Single fold **6/6**
Pressed Steel, for Morris Minor, as illus. 16/6
SPECIAL for Morris Cowley 16/6

HOLDTITE Corner Protector for Bonnet
Set of 4 **1/-**
Stops all Bonnet Rattle.

J. GROSE ODDMATE BAG
Bag of Bolts Nuts, Washers, Set Screws, Split Pins, Plug Washers. NOT A BAG OF TRINKETS, but all best quality useful goods.
2/-

CHROMIUM PLATED TIE-BARS
to fit under head or side lamp supports to carry horn, etc. For Austin, Morris, Hillman Minx **6/6**

GEAR LEVER EXTENSIONS
For Austin 7... 3/6
Morris Minor... 2/6
Morris Cowley 3/6

Our Price 1/9

The "Jagrose" **CHROMIUM PLATED LOCKING DOOR HANDLE 5/6**
with 2 Keys.
Suitable for all Austin 7's Morris Minor and other cars. Actually worth 10/6, and undoubtedly one of the biggest money-saving bargains ever offered. SELF-LOCKING BOLT for opposite door. 1/-

And now for SINGER 9, 7/6. STANDARD Little Nine, 12/6 WOLSELEY Hornet, 12/6. FORD 8, 16/6. All post free
Marvellous Offer!
STADIUM DUAL INTERIOR MIRRORS
With exceptional range of vision. Usual Price 5/9
2/6

JUST IT" CABLE ADJUSTERS for AUSTIN 7, etc. **1/10 1/2** Each

Genuine STADIUM HORN RINGS for AUSTIN 7
Usual Price 5/-
Fitted in a few seconds to the existing centre horn switch—only suitable for those fitted with it. NO WIRING NECESSARY. Saves that vital second in an emergency. Post 4d.

Complete RUNNING BOARDS For Austin 7. **Pair 7/6**

DESMO STEPPED HEEL MAT
Usual price 2/6.
1/3

BRAKE CABLES
Complete with ends ready for fitting. For Austin 7 **3/-** each. State whether front or rear

Best Quality AUTOMATIC SUCTION WINDSCREEN WIPERS 8/6
Our Price
Complete with Blade, 7 ft. Tubing, Clips for fixing, and fitting for Induction Pipe. Actually listed at 15/6

Only City Depot: 4, Old Jewry, Cheapside. North London Depot: 255, Holloway Road, N.7.

LAGONDA

CENTRAL GARAGE LTD.

"The Motormen"

TOWN HALL SQUARE,
BRADFORD



May we send particulars of the new 1934
TEN "RAPIER" CHASSIS
for your consideration.

*Phone : 7914 (4 lines).

*Grams : "Petrol, Bradford."

BURTON & TWEEDY LTD GLASGOW

SOLE DISTRIBUTORS FOR

SCOTLAND

FOR THE NEW

LAGONDA

TEN H.P.

"RAPIER"

INVINCIBLE



MOTOR POLICIES

QUARTERLY

without extra cost.

BE SAFE! INVINCIBLE INSURANCE
is the **SOUNDDEST** Quarterly Proposition.

Lowest rates consistent with solid security.

"No claims Bonus" allowed on transfer.

R.T.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE.
IMMEDIATE COVER can be obtained from
BRANCH OFFICES:

- | | |
|------------------|-----------------------------------|
| Birmingham .. | 6, New Street |
| Blackpool .. | 3, Yorkshire Penny Bank Chambers |
| Cardiff .. | 22, Queen Street |
| Croydon .. | 7/11, High Street |
| Derby .. | 17, Corn Market & 2, Gower Street |
| Hull .. | 140, George Street |
| Leicester .. | Allen House, Newark Street |
| Liverpool .. | 4, Drury Lane, Water Street |
| Manchester .. | 27, Brazennose Street |
| Mansfield .. | 17, Brunt Street |
| Nottingham .. | 1/11, Carrington Street |
| Oxford .. | 379, Cowley Road |
| Plymouth .. | 9, Princess Square |
| Portsmouth .. | 26, Swan Street |
| Southampton .. | Verity House, 155, Above Bar |
| Swansea .. | "Picton House," Picton Place |
| Wolverhampton .. | 3, Market Street |

or from **INVINCIBLE POLICIES LIMITED**

Palmerston House
51, BISHOPSGATE—LONDON, E.C.2
Telephone - - - - - London Wall 0464/5/6

AGENTS WANTED

NOW

is the time to

PLACE YOUR ORDER

to ensure EARLY
DELIVERY of your

1934 CAR

All orders executed in strict rotation

ANY MAKE
ANY TYPE
ANY TERMS

The Service
Company Ltd.
LONDON

273-274, HIGH HOLBORN, W.C.1.

*Phone : Holborn 0664 (3 lines).
Hours: Mon.—Fri. 9 a.m. to 6.30 p.m.

DEALERS SINCE 1889.
Sats. 9 a.m. to 1 p.m.

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



THE NEW 1100 c.c. 4-cyl. 10 h.p. RAPIER

A THOROUGHbred car in miniature, capable of highest useful road speed coupled with superb road holding qualities, acceleration and braking; and a chassis which lends itself to the most modern coach building designs.

ALTERNATIVE body designs by the following leading coach builders:

- E. D. Abbott, Ltd., Farnham, Surrey.
- Arrow Coachworks, Arrow Works, Boston Road, Hanwell.
- Carlton Carriage Co., Ltd., Waldo Works, Waldo Road, Willesden, N.W.10.
- John Charles & Co., Ltd., South Avenue, Sandycombe Road, Kew Gardens, Surrey.
- Freestone & Webb, Ltd., Unity Works, Brentfield Road, Stonebridge Park, N.W.10.
- J. Gurney, Nutting & Co., Ltd., Lackland Place, King's Road, Chelsea, S.W.10.
- Kevill, Davies & March, Ltd., 28, Berkeley Square, W.1.
- Martin Walter, Ltd., 145, Sandgate Road, Folkestone.
- Patrick Motors, Ltd., 237, Broad Street, Birmingham.
- James Young & Co., Ltd., London Road, Bromley.

LAGONDA LTD., STAINES, MIDDLESEX

Telephone: Staines 122/123.

Telegrams: "Lagonda, Staines."

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

COMFORT for the driver!

The TERRY Spring HEEL REST

Patent applied for. Reg. No. 781835.

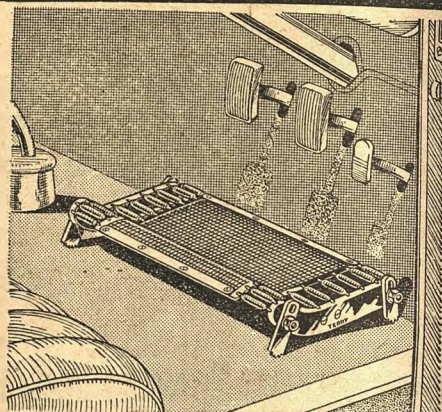
gives a resilient support for the right heel in an easy natural driving position. A steady pivotal pressure may be maintained on the accelerator pedal free from floor vibration or sudden jolts. The clutch foot is also accommodated and cushioned when not engaged on clutch work. Greatly increases driving comfort, prevents cramp and strain of the legs and ankles, protects the floor covering and preserves the shoes.

A real boon to lady drivers. Finished rustless plate and enamel. Fitted with removable rubber tread. Length 12 inches. Shorter rests supplied to order.

No. 1169E. PRICE **12/6** Passenger Footrests 10/6 to 24/-
List Free. Write for List.

HERBERT TERRY & SONS LTD., MANUFACTURERS
REDDITCH, ENGLAND. Established 1855.

London: 27, Holborn Viaduct. Birmingham: 210, Corporation St. Manchester: 279, Deansgate.



INSURE by the **QUARTER**

PAY by the **QUARTER**

No EXTRA COST

WHY not avail yourself of Stuartson's offer and pay your Insurance premiums quarterly? Under the Stuartson Policy there is no additional cost for this convenience. Comprehensive or Third Party risks only. Over 75,000 clients.

EXAMPLE: AUSTIN SEVEN
Full Third Party Cover
ANNUAL PREMIUM - £4.0.0
QUARTERLY - £1.0.0

Call — Write — or 'Phone

STUARTSON
(INSURANCE) LIMITED.

34, LEADENHALL ST., E.C.3
Telephone—MONUMENT 2351/6.

90% NEW TYRE MILEAGE AT HALF COST!

ONDURA
Remoulded Tyres.

A USER WRITES:
S. NORWICH,
27, S. 33.

Dear Sirs,
I am in receipt of your leaflet of remoulded tyres. You have, I think, done four for me, they have and are giving me the utmost satisfaction. I had no idea that remoulds could be so good. I shall certainly send you further orders.
Yours faithfully,
Lt.-Col. H.S.C.R.

& Satisfaction Guaranteed

Practically new tyres at half prices — this is something that must appeal to every motorist in these days, and this is what you get when you have your worn covers remoulded by the ONDURA process. ONDURA remoulding is not re-treading, it is something far better. An ONDURA remoulded tyre will give 90% of new tyre mileage AT THE VERY LEAST.

Send To-day for Full Particulars,
It Will Certainly Pay You!

ONDURA Ltd., SALTAIRE
YORKS
Phone: SHIPLEY 189.

Remember to buy



The National Motor Journal.

on Tuesdays!

'CYMO'

A SUPERFINE ENAMEL FOR MOTOR CARS & CYCLES

Dries in four hours with a brilliant glossy surface. Resists Oil and Petrol. Made in all standard shades.



A 1/2 PINT TIN WILL MAKE THE WINGS OF YOUR CAR LIKE NEW.
1/2 pint 1/-; 1/4 pint 1/6; 1/8 pint 2/9; 1 pint 4/6

DANIEL JUDSON & SON,
Macks Rd., Bermondsey,
S.E.16.



Compare this good Oil with other good Oils Then compare the price.

"Thelson Oils" are made to a standard specification.

USE
THELSON
MOTOR
OIL



PRICES

Per 5 Gall. Drum.

Grade "M"	24/7
"H"	26/8
"EH"	28/9
ARO (Aero)	30/10

A grade for all cars.

ALAN THELWALL, Ltd., HULL

If your Garage does not stock, write us please and we will inform you of the dealer for your district.

"IT IS AMAZING"

WRITE H. S. & SONS, CAMBERLEY.

"It is our experience in life that there are very many more grouses than praises, and it is with very great pleasure that we are able to praise the NEW 'V' TYPE carburetter which we have tried out. The only comment we can make is that it is amazing."

1. MORE M.P.G.
2. INSTANT STARTING
3. 'SNAP' ACCELERATION
4. GREAT POWER ON HILLS
5. LESS CYLINDER WEAR
6. LONGER BATTERY LIFE

FROM YOUR CAR

IF YOU FIT THE

NEW "V" TYPE

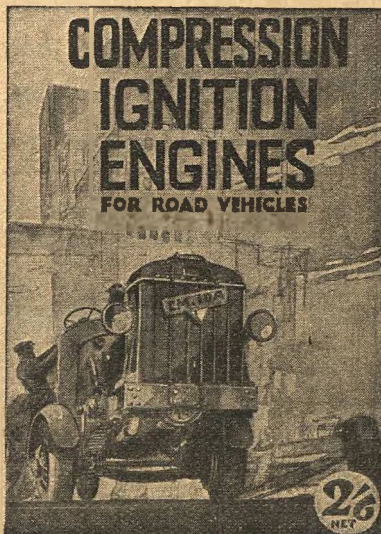
ZENITH

CARBURETTER

**30 DAYS
FREE
TRIAL**

WILL PROVE IT!

We are confident that once you have experienced the amazing capabilities of our latest production, under your own everyday conditions, you will regret that you never fitted it before; Delay no longer! We show our confidence in the 'V' type by asking to test it free for 30 days, without obligation. Complete the form below and we will forward details of our free trial and part exchange offers, together with working description and illustrations of the new principles embodied in the carburetter.



By the Editor of "The Commercial Motor."

"COMPRESSION IGNITION ENGINES for Road Vehicles." An authoritative handbook on oil-engined vehicles, containing the latest information, and full of practical data... 2nd Edition.

PRICE

2/6
NET

Of all bookstalls and booksellers

Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1

THE ZENITH CARBURETTER Co. Ltd., 40-44 NEWMAN ST. W.1

Please send, without obligation, your booklet on the NEW 'V' TYPE carburetter, together with particulars of the free trial and part exchange offers, and price of an outfit suitable for my car.

NAME

ADDRESS

CAR..... H.P..... YEAR.....

A.10

GAMAGES

ARE YOU USING GAMAGE OIL

Are you one of the many thousands of motorists who are using Gamage Oil? If not, change to-day and reap the benefit of using an oil with all the good points of the most expensive brands, but at one-third the price.



STANDARD GRADES PER 5 GALLS. - 10/-
plus 5d. Tax.

A, BB, XL, XXL, XXXL, special oil for Austin, Morris, Sleeve Valve Engines and New Ford.

Also Gamage 'R' (Special Racing) 6/9 per gall. 32/6 per FIVE galls.

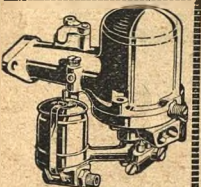
CARRIAGE: 1/3 England and Wales, 4/- Scotland and Northern Ireland.

STARTER BATTERIES GUARANTEED FOR 12 MONTHS

Astin 7 type, 6-volt, 45 amp. ... **14/3**
Ditto, 60 amp. ... **19/6**
For late Morris Cowley cars, suitable for many cars, others, 12 v., 45 amp. Worth 80/- ... **32/6**
Ditto, 60 amp. ... **39/6**
12 volt, 80 amp., for Morris Oxford and many others... **42/6**

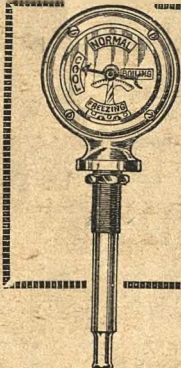


Carriage on Batteries outside free delivery radius 2/- Ready charged batteries 12-volt 3/6, 6-volt 2/6 extra.



SMITH'S CARBURETTORS

New Smith's 5 Jet Carburettors. Will fit a number of cars, including Morris Cowleys. The Smith is the finest carburettor in the World and sells at a high price. **BARGAIN PRICE 10/-** Carriage extra.

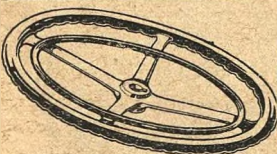


Special Clearance of 500

Genuine WILLMOT CALORMETERS

All brand new, in perfect condition and fully guaranteed. Suitable for any car with outside filler cap or radiator.

Large size— Usually 25/- BARGAIN PRICE **7/6**
Small size— Usually 15/- BARGAIN PRICE **5/6**
Post 6d.



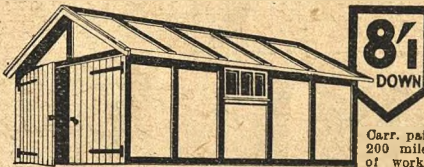
GREAT CLEARANCE OF THE FAMOUS EURAL HORN RINGS

Enables electric horn to be used without removing hands from steering wheel. A wonderful Bargain. The Maker's Price is 15/6. **GAMAGES BARGAIN PRICE 7/6** (Post 6d.)

GAMAGES, HOLBORN, LONDON, E.C.1
Phone: Holb. 8484. City Branch: 107, Cheapside, E.C.2

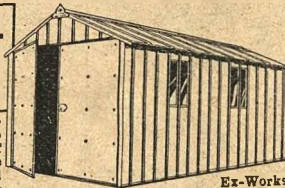
ELLIS'S GARAGES

CONTRACTORS TO H.M. GOVERNMENT



SUPER GARAGE 8'x6' £4 7 6 or 8/1 down
Asbestos-Fireproof 10'x7' £5 16 0 or 10/8 down
Built in sections on strong 12'x8' £7 5 0 or 13/4 down
framing complete with Asbestos Sheet. Window on one side 14'x6' £7 19 6 or 14/6 down
with 21 oz. glass. Wood folding doors on strong hinges. Roof of rafters and Asbestos Sheets

ALL STEEL FIREPROOF GARAGE



M200. Built on rigidly-braced steel angle framing, walls and roof of best English-made fluted steel sheets, all holes drilled to correspond with framework, 12 ft. 2in. x 6 ft. 4in. x 6 ft. £8 16 0
12 ft. 2in. x 8 ft. 4in. x 6 ft. £10 5 0
16 ft. 2in. x 8 ft. 4in. x 6 ft. £11 0 0
lock. Two window sheets. All bolts supplied. Framework painted one coat. Ex-Works.

WRITE FOR **G. ELLIS & Co.** Seaboard Wharf, Gainsborough Rd., Hackney Wick, E.8
CATALOGUE

AMATEUR CAR PAINTING

Send 6d. stamps to Celamel Works, Trevor Street, Birmingham, for complete Instructions Book on this subject. Colour Card Free.

A TONIC FOR YOUR ENGINE.

To stop wear, prevent seizure, give easier starting, and to give a Graphoid Surface to all working parts you must use:—

BATOYLE COLLOIDAL GRAPHITED Running-in Compound. Pr. 4/9 Qt. 8/- Gall. 25/6
Upper Cyl. Lubricant. Qt. 4/3 Gall. 7/6 1 Gall. 13/6
CARRIAGE PAID. C.O.D. TERMS.

If your garage does not stock it, write direct to:—
D. BATTYE & SON, LTD., Est. 1875, Upperhead Row, HUDDERSFIELD.

SOUTH WESTERN GARAGES & SECTIONAL BUILDINGS



Unqualified Service and a Square Policy. DEFERRED TERMS.
Planned, rebated weatherboard.
10 x 7 x 8 ft. ... £5 6 0 or 9/9 monthly.
12 x 8 x 8 ft. ... £6 16 0 or 12/6 ..
14 x 8 x 8 ft. ... £7 10 0 or 13/9 ..
Write now for Illustrated Catalogue.

SOUTH WESTERN APPLIANCE CO. (1929), LTD.
Dept. YG, HIGH STREET, FULHAM, S.W.6.
Putney 2771, 2511/2.

SUTCLIFFES GARAGES



Strong, sectional Timber-built Garages easily erected. Lowest prices & best value, delivered carriagepaid, cash or monthly payments. Send for Free PORTABLE BUILDING CATALOGUE 120 Pages, most beautiful illustrations, Garages, Sheds, Workshops, Pavilions, Greenhouses, Summer Houses, etc., Long Wide High Cash Monthly 11ft. 7ft. 8ft. £5/14 10/6 13ft. 7ft. 8ft. £6/13 12/2 14ft. 8ft. 8ft. £7/10 13/9
Glass and Roofing Felt Supplied Free. Floors Extra.

Design ZB
Prices from **10/6** Monthly

F. & H. SUTCLIFFE Ltd.
26, WOOD TOP, HEBDEN BRIDGE, YORKSHIRE.

London Showrooms: 40/42, Oxford St., W.1.

RHODES ★

SPECIALISTS IN
● Colloidal Graphited Lubricants.
● Running-in Compound; Upper Cylinder Lubricant and Motor Oils.

Prices and Descriptive Literature on application to:—
J. R. RHODES & Co., Ltd., Park Oil Works, Cheetham - - - - Manchester 3.
Established 1868.

Save money by doing your own minor car repairs and adjustments. "THE MOTOR REPAIR MANUAL" will show you how! 2/6 net, 2/9 post free.

10/- Secures Delivery of Strand Motor House

Balance by 12 Monthly Payments.
Dispatched in 6 Sections and Roofing Felt. Strong framed sectional Garage covered in planned, rebated Weather Boards. Glass Window with sliding shutter over same. Simply bolts together.



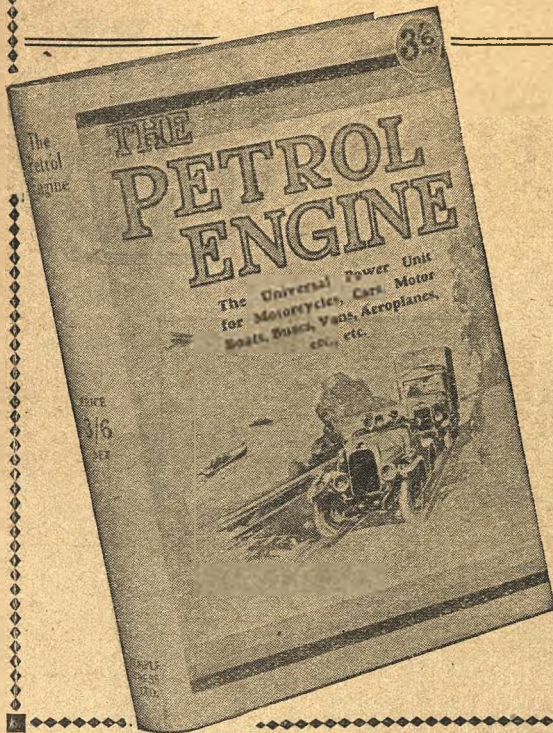
Lgth.	Width.	Ridge.	Bayes.	Carr. Pd.	Cash Pce.	or Deposit with Order	and 12 Monthly Paym'ts of
10ft.	x 7ft.	x 8ft.	x 6ft.	£5 0 0	10s. 0d.	8s. 6d.	
12ft.	x 8ft.	x 8ft.	x 6ft.	£6 0 0	10s. 0d.	10s. 6d.	
14ft.	x 8ft.	x 8ft.	x 6ft.	£7 0 0	10s. 0d.	12s. 0d.	
16ft.	x 8ft.	x 8ft.	x 6ft.	£8 0 0	10s. 0d.	14s. 0d.	

Delivered within 25 miles or Carriage Paid England and Wales. Floors extra. Send for 196-Page Catalogue Post Free. Greenhouses, Poultry Houses, Rustic Houses, etc. **BATH'S,** 3-7, SOUTHAMPTON STREET, STRAND, LONDON, W.C.2

Radiators require cleaning inside as well as outside. How many motorists ever think of cleaning the inside of the water system? 100 Tablets 8/6 200 Tablets 15/6 Sent C.O.D. by return.

BOILERINE LTD FACING OLD KENT RD. S.W. LONDON, S.E.

"THE PETROL ENGINE"



"THE Petrol Engine" will be found invaluable to everyone interested in any branch of motoring.

It deals in simple language with the principles and construction of all types of petrol engine for cars, motorcycles, motor boats, commercial vehicles, aeroplanes, etc., and all chapters have been brought right up to date.

No keen motorist can afford to be without a copy of this manual. It is written by the staffs of "The Motor" and its associated journals.

PRICE 3/6 NET
Or 3/10 post free direct from the publishers.

TEMPLE PRESS LTD., 5-15, Rosebery Avenue, London, E.C.1

NOW

is the time to
PLACE YOUR ORDER

to ensure EARLY
DELIVERY of your

1934 CAR

All orders executed in strict rotation

ANY MAKE
ANY TYPE
ANY TERMS

The Service Company Ltd.

273-274, HIGH HOLBORN, W.C.1.

Phone: Holborn 0664 (3 lines). DEALERS SINCE 1889
Hours: Mon.-Fri. 9 a.m. to 6.30 p.m. Sats. 9 a.m. to 1 p.m.

SPECIAL for the AUSTIN 7 and M.G. NEW TUNING LIST Just Published.

"ALTA" ALUMINIUM HEAD.



"AERO" DOUBLE VALVE SPRINGS.

Austin 7, Midget and Minor, 9/6. Riley 9, Triumph 7, Morris Cowley and Oxford, M.G. Mark IV, 10/6. Wolsley Hornet, Morris Oxford and Major 6, 12/6. Post 4d.

HIGH COMPRESSION GASKETS.

Austin 7, Midget and Minor, 2/- C. & A., 2/6. Klingerit 3/6. Standard 9, Triumph 7, Riley 9, Cowley, Oxford, 2/6. C. & A., 2/6. Klingerit, 4/- Hornet, Magna, C. & A., 4/- Klingerit, 5/- Post 4d.

FOR AUSTIN, TRIUMPH 7, MORRIS MINOR (S.V.). Shock-absorbing, power-increasing. Certainly fulfils all that is claimed.

31 additional h.p., much improved climbing, acceleration, 6 cylinder smoothness. From stock, fitted while you wait, 72/6. Post 9d.

"SILVER TOP" HEADS.

Jowett (per pair), 23-17-6. Ford 8 h.p., Swift 10, 24-10. B.S.A., 9 & 10, Morris 10, Standard Little 9, 25. Austin 10, Hillman Minx, Standard Big Nine, 25-10



22/6
Post free.

BALANCED INDUCTION PIPE for the AUSTIN 7.

In highly polished cast aluminium. Increases power and revolutions. Improves distribution.



MAGNA HUB CAPS

replace the centre screw, no driver or hammer required, 22/6 per set of 5.

"BROOKLANDS' HUB CAPS For Austin 7, Midget, Minor, Hornet, etc. Chromium plated 21/- set 5. Talbot, Riley, 22/6. Post 9d.

V.W. DERRINGTON
159, LONDON RD.,
KINGSTON-ON-THAMES

Phone: Kingston 3720.
Open 8.30 to 7.30.
Weds. 1 p.m.



"AERO" SPORTS SCREENS. In safety glass; polished aluminium frame with fittings, adjustable 12 in. x 6 in., 12/6. Instrument board fittings 2/6 extra. Special polished dashboards for fitting to J.2. cows 8/6. Packing and carriage 1/8.

FIT A DEEPNOTE EXHAUST

For maximum performance and tone. Minor and Midget 39/-. Austin 7 37/6. Hornet, Ford 8, 39/6. Riley 9, Swift, Rover 10, Standard 9, Cowley, 1932 Morris, & Austin 10 47/6. New Ford, 57/6. Talbot 14-16 h.p., Hillman 14, Morris Oxford 6, 67/6. Essex, Laucia, Buick, Chrysler, Delage, Vauxhall, De Soto (as illustrated), 78/6. Complete with "Brooklands" case, aluminium Fishtails, Clip, etc., ready to fit.

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



A wire from



OFFICE TELEGRAPHS. <small>accuracy of any part of this Enquiry or call at the Office of free repetition.</small>		No. 372 Office Stamp
Charge s. d. TIME OF RECEIPT at Central Telegraph Office, E.C.1.	The form, and if possible the envelope, should accompany any enquiry respecting this Telegram. <input checked="" type="checkbox"/> Prefix Time handed in. Office of Origin and Service Instructions. Words.	M To
From	23 + 423 5.52 ABINGDON OF 20	
THE INFORMATION OVERLEAF WILL INTEREST YOU.		
ESSOLUBE OIL ADOPTION PARL LDN		
= OUR THANKS FOR YOUR HELP IN WINNING ULSTER T.T.		
WITH M G MAGNETTE = EMGEE +		

ULSTER T.T.

- 1st T. NUVOLARI
M.G. MAGNETTE (S)
- 2nd H. C. HAMILTON
M.G. MIDGET (S)
- 3rd T. E. ROSE - RICHARDS
ALFA-ROMEO (S)

Of course, PRATTS also supplied the petrol.

All three winners used

Essolube

the 5-star MOTOR OIL

Identically the same as you buy in the sealed glass bottles

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



WAITING THEIR TURN — Not a police hold-up, but competitors in the "Abingdon-Abingdon" waiting to ascend Mutton Hill. In foreground, J. H. Hibbit (M.G.) and B. J. Webb (Singer).

At a Glance . . .

Items of Interest to All

LIGHTING-UP TIME in London, tomorrow, Saturday, September 16, is 8.15 p.m.

THE COMPREHENSIVE one-day programme of the Motor Cycling Club was run off at Brooklands last Saturday. A report appears in this issue.

FOLLOWING a meeting held at Queen's College, Birmingham, recently, it has been decided to form an organization to be known as the Motorists Protection Association.

FRENCH ENTHUSIASTS will have an excellent opportunity of examining the latest products from a British factory at the Paris Salon which opens on October 5, for the Austin Motor Co., Ltd., will stage no fewer than seven models and three polished chassis on Stand 32.

MOTORISTS are warned that the great autumn sales of sheep and cattle held at the principal market centres in Scotland towards the end of this month and during the beginning of October are liable to cause delay. During both the day and night large droves may be encountered, and care and consideration on the part of drivers are needed.

THE ANNUAL DINNER of the British Racing Drivers Club will be held at the Park Lane Hotel on February 16, 1934.

THE PHOENIX PARK car races of the Irish Motor Racing Club are due to take place to-morrow. A good entry has been obtained.

NEW MODELS and programmes described in this issue include the 1,100 c.c. Lagonda, the Jowett, the Vale Special and Frazer-Nash. A special interview with a high official of Armstrong Siddeley's is another outstanding feature.

CARAVANNEERS are reminded that the caravan section of the Junior Car Club is organizing a South Coast Caravan Rally on Saturday and Sunday, September 23 and 24. The regulations and entry forms are now available from the club headquarters.

WHITNEY STRAIGHT succeeded in beating the old course record of Rudolph Caracciola, at the Mont Ventoux Hill-climb, driving his Maserati fitted with a Wilson pre-selector box. Straight's time was 14 mins. 31½ secs., which beat Caracciola's effort by 40 secs. The total length of the hill is 13 miles 740 yards.

THE 500-MILE RACE takes place tomorrow at Brooklands, starting at 11 a.m.

THE MINISTER OF TRANSPORT has refused to grant a speed limit of 10 miles an hour over a certain stretch of road in the city of Dundee.

THE TASK of proceeding from Abingdon to Abingdon is not quite so simple as it seems. Just what it involved in the trial organized by the M.G. Car Club is explained on another page.

SINCE the publication in last week's issue of the details of Lanchester models for 1934, we have been notified of the following corrections in price:—Lanchester Ten sports coupé, £325; Lanchester Ten sports saloon, £335.

SIR HERBERT AUSTIN has entered two of his famous single-seater supercharged racing "Sevens" for the International Hill-climb at Shelsley Walsh, due to take place on September 30. This is the first time for several years that an official Austin entry has been made.

IT NOW SEEMS more than probable that, following the suggestion of our contributor, Mr. H. Sagar, a Morgan climb of Screw Hill will take place. The date has not yet been fixed, Mr. G. H. Goodall, of the Morgan Motor Co., Ltd., Malvern Link, Wores, being anxious to choose a day that will fit in with the arrangements of the majority. Intending competitors are urged to get into touch with Mr. Goodall without delay.

AFFAIRS OF THE MOMENT

PERSONAL, GENERAL AND POLITICAL
POINTS OF VIEW DISCUSSED BY THE EDITOR

THE most tragic figure that stands out in connection with the terrible incident at Monza is that of the Countess Czaykowski. She accompanied her husband everywhere and usually acted as his pit chief. It seems only yesterday that I was shaking hands with the pair of them at Brooklands after the Count's brilliant victory in the Empire Trophy. Knowing the risks of the game, she was a brave woman, and perhaps the most poignant part of the whole dreadful business is that she witnessed her husband's death.

—000—

THESE are hectic times for motoring scribes. The sport still occupies a prominent place in the natural order of things, each week-end bringing forth its crop of major and minor events, and the "bread and butter" side (as a colleague once described it) of each issue of a journal like *The Light Car and Cyclecar* requires scheming and putting into effect; on top of this, however, there is the outbreak of new models and programmes which necessitate combined visits by artists, photographers and editorial men to the factories concerned and the burning of a certain amount of midnight oil so that justice can be done to them in print and picture. All of which is, on the whole, rather jolly, but at the same time rather worrying, since the time-honoured term "pressure on our space" becomes a very formidable reality and the job is to decide not what to put in the book but what to leave out.

—000—

DOWN at the New City, near Bognor Regis, with the Jowett folk, over the week-end, I found it difficult to remember that I was "working"—it was such a thoroughly jolly affair held in such thoroughly jolly surroundings. Dudley Ward—who, I think, may justly lay claim to the title of the father of all one-make clubs—was the life and soul of the party, and he never allowed interest to wane. He could not have chosen a better venue for the "tenth birthday" celebrations of the Southern Jowett Light Car Club. It was my first visit to the New City, but this amazingly ingenious enterprise of Sir Walter Blunt is now definitely on my visiting list. The novelty of the whole thing very obviously impressed itself on Mr. H. Woodhead, the secretary of Jowett Cars, Ltd.; in the north

they do not yet boast anything of the kind.

—000—

MR. WOODHEAD is what you might describe as a "downright Yorkshireman," outspoken, honest and cheery. His speech at the dinner on Saturday night was one of the best of the evening, and he has



"... may justly lay claim to the title of the father of all one-make clubs ..."

a voice which fairly booms across a banqueting hall. Woodhead requires no microphone! It was a happy thought on the part of the members to present Mr. and Mrs. Dudley Ward with a very fine wireless set as a souvenir of the work they had done for the Club. Never did the recipients of such a presentation more thoroughly deserve it.

—000—

I LEARNED from Mr. Ernest Siddeley, when I visited the works last week, that there were to be few changes in the A.S. Twelve;

a day or two later I saw the practically unaltered chassis of the Lanchester Ten at the Coventry works. Other concerns are following the same policy, and it really begins to look as though certain of our well-known designers feel that they are tending definitely towards that elusive quantity finality in design. Actually, however, they have no such illusions. For the time being they are content to let well alone, knowing that they are offering the public well-tested chassis which are abreast of the very latest developments. The next twelve months, however, may well see a revolution in the laboratory or experimental shop, with the result that the job of designing the 1935 models will have to begin on a perfectly clean sheet of paper. As a matter of fact 1934 may still have a few surprises in store.

—000—

IN this connection it is interesting to quote the words of the sales director of the Daimler-Lanchester concern. Addressing a big gathering of agents last Friday, Commander Herbert said: "The battle for the world's motor trade is being won by the black coat workers of Coventry and Birmingham. I refer to the designers and draughtsmen . . ." I like the use of the word *won*: not *fought*, you'll observe. On the day in question I travelled down in the "Daimler - Lanchester Special" from Euston to Daimler Halt. As I alighted within a stone's throw of the works I thought how delightful it must be to have a station of one's own!

—000—

MY old friend Capt. A. W. Brittain was "amongst those present" and we solved a little problem which was worrying more than one visitor with an eye for detail. Some of the nuts on the Lanchester chassis are "nicked," so that at first glance they look like two lock nuts, others are "plain"—just ordinary common or garden nuts. The nicks are used to distinguish the Whitworth nut from the B.S.F.—which is not nicked—and I understand that this simple expedient saves erectors and service station mechanics quite a lot of time—and temper!

General Fixtures

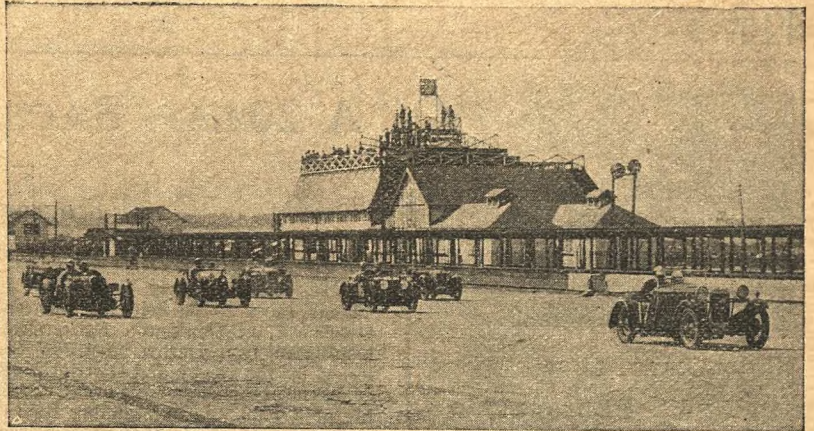
- September 15.
Rose Show, Horticultural Hall, London (two days).
- Cricket: Champion County v. The Rest at the Oval (three days).
- September 16.
Festival of Light, Blackpool (until October 23). Golf: Kent Cob Competition, Knole Park, Sevenoaks. Autumn Meeting, Woodhall Spa (three days). Racing: Alexandra Park and Ripon. Football: Scotland v. Ireland, at Celtic Park, Glasgow.
- September 17-18.
Week St. Mary Revel, Holsworthy, North Devon.
- September 18.
Golf Irish Amateur Open Champion-

. WHAT'S ON—AND WHERE

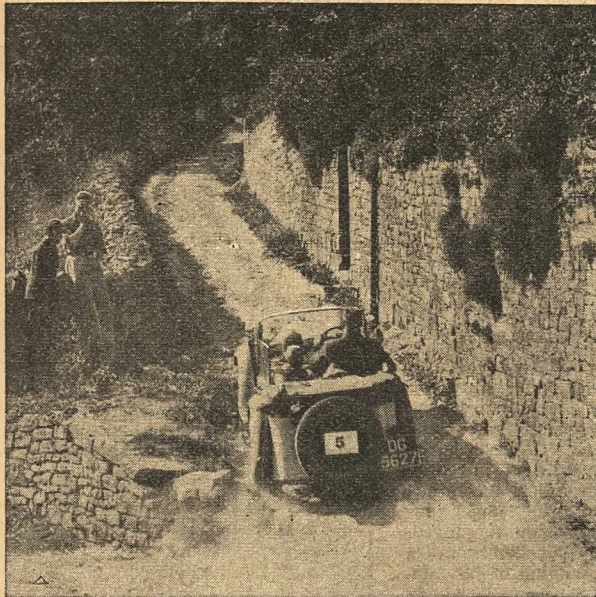
- ship, Newcastle, Co. Down. Racing: Warwick and Edinburgh (two days).
- September 19.
Ran Fair, Pleasure Fair, Cheese Fair, Northampton. Dr. Johnson's Birthday Celebrations, Lichfield.
Golf: Central England Open Mixed Foursomes, Woodhall Spa (four days).
- September 20.
Charter Celebrations, Wood Green. Racing: The Curragh and Yarmouth (two days).
- September 21.
St. Mathew's Day Fairs, Woodbury Hill (Dorset) and Bridgwater (Somerset).

ON OTHER PAGES.

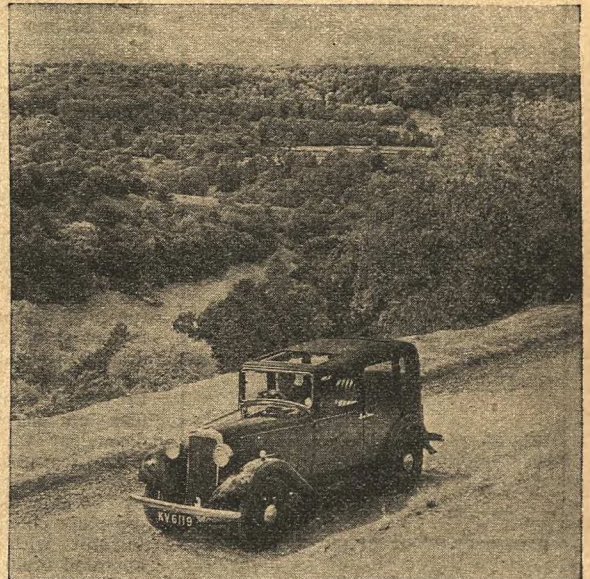
	Page
The Disaster at Monza ..	489
To-morrow at Phoenix Park ..	490
The M.G.C.C. Abingdon Trial ..	492
The M.C.C. at Brooklands ..	493
To-morrow's 500 Miles Race ..	494
New Models and Programmes:	
Jowett ..	496
Lagonda ..	498
Vale Special ..	501
Frazer-Nash ..	501
Armstrong Siddeley ..	502
"Rich Mixture" by "Focus" ..	504
Topics of the Day ..	507
Reflections on the T.T. ..	510
Make the Most of September ..	512



At the M.C.C. Brooklands Meeting last Saturday—cars getting away in one of the popular two-lap handicaps. In the foreground is J. D. Windle's Frazer-Nash.

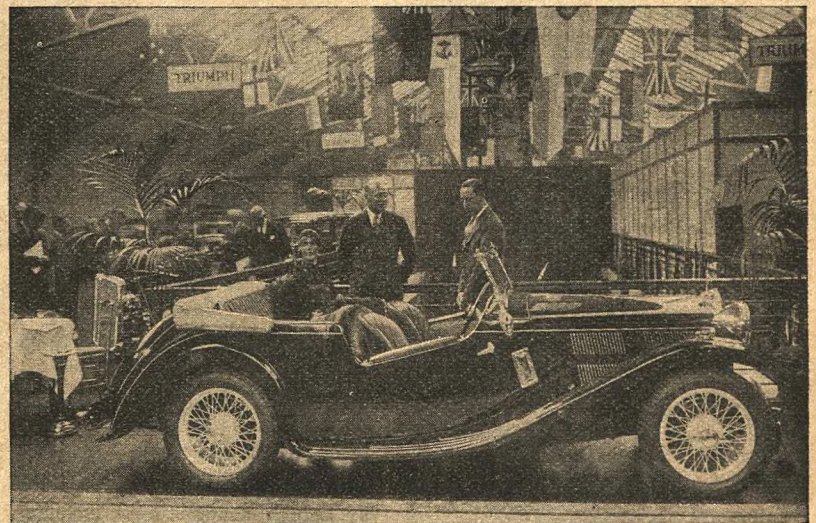


(Above) H. M. Avery (Singer Nine) tackling Mutton Hill in the M.G. Club's Abingdon-Abingdon Trial last Saturday.

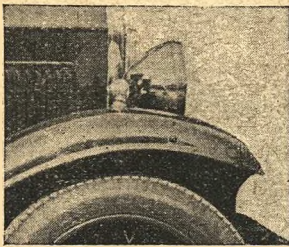


(Right) Through infra-red rays—a view from Box Hill, near Dorking with a 1934 Hillman in the foreground.

(Below) K.D. Evans (M.G. Midget) on Nailsworth Ladder in the same event.



Col. C. V. Holbrook, managing director of the Triumph concern, and Mr. Maurice Newnham with one of the new Triumph Gloria sports models at Newnham's last week.



**Photopuzzle
No. 34**

DO you pride yourself on your powers of observation? If so, here is a chance to test your abilities. Above is a photograph of part of a modern light car—amuse yourself by attempting to identify the make.

If you think you have succeeded, send in your solution on a postcard to reach us not later than first post on Tuesday next, September 19. Half a Guinea will be awarded to the sender of the first correct solution examined by the Editor after entries have closed.

Entries MUST be made on a post-card marked "Photopuzzle No. 34," addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1. The Editor's decision is final.

**PHOTOPUZZLE No. 33
WINNER.**

The winner of the half-guinea prize offered in connection with Photopuzzle No. 33 is Mr. M. M. Hitchin, 1, Stanley Gardens, London, W.11, who correctly gave the make of car as Crossley.

Radio at Olympia

The situation regarding the exhibition of radio sets at Olympia needs clarifying. Radio sets which are part of the equipment (either standard or optional) of a car may figure on the model displayed, but radio sets may not be exhibited in the accessory and component section of the Show.

The Motor Ball

H.R.H. Prince Arthur of Connaught has given his patronage to the seventh annual Motor Ball and Carnival to be held on October 18 (the Wednesday of Show Week), at Grosvenor House, Park Lane, London. As usual, the function will be in aid of the Motor and Cycle Trades Benevolent Fund.

There will be dancing from 9.30 p.m. to 3.30 a.m., prizes will be given for fancy dress and a cabaret will be presented. Tickets are priced at one guinea each, and a few tables are available on the dance floor at five and ten guineas.

Full particulars are obtainable from the secretary and organizer, Mr. A. H. Dawson, 28, Bedford Row, London, W.C.1.

A 20-LAP RACE AT DONINGTON?

Good Programme for October 7

THE supplementary regulations for car races to be held on Saturday, October 7, at Donington Park, Castle Donington, near Derby, have now been issued by the Derby and District Motor Club, the organizers of the event. Starting at 1 p.m., the outstanding item on the programme is an invitation race over a distance of 20 laps, although it is understood that two 10-lap events may be substituted.

Donington has been criticized on the score of safety, and it is the ambition of the organizing club to prove that these suspicions are unfounded. A race over 20 laps, in which high-speed cars and well-known drivers took the field, would, it is hoped, definitely prove that the famous course near Derby is ideal for races of all kinds.

Intending competitors are reminded that a silver challenge trophy will be awarded for the fastest lap of the year.

The programme will consist of seven events, including the invitation race to which we have referred. The remaining six events are all five-lap scratch races for 850 c.c., 1,100 c.c., 1,500 c.c. and 3,000 c.c. cars respectively, there being separate races in the 850 c.c. and 1,500 c.c. classes for supercharged and non-supercharged cars. Entries close on Friday, September 29, at £1 10s. per event, 10s. extra per day being charged for compulsory third-party insurance. No mechanics will be carried.

Full details of the meeting can be obtained from the hon. secretary, Mr. F. G. Craner, 938, London Road, Derby.

1934 DERBY MODELS

F.W.D. Chassis Continued

THE unconventional 12-50 h.p. front-wheel-drive Derby is being continued for 1934 without any change except the inclusion of silent second and third speeds in the gearbox. The car is, of course, highly unconventional not only by reason of its front-wheel-drive, but also on account of the novel independent wheel suspension employed. Other features of the specification are a four-cylinder o.h.v. engine of 69 mm. by 100 mm. (1,496 c.c., tax £12), single dry-plate clutch and four-speed gearbox in unit with the engine, and cable-operated brakes.

The car is handled in this country by Morgan Hastings, Ltd., 95, New Bond Street, London, W.1.

BEARDING THE LION . . .

Mr. L. H. Pomeroy in U.S.A.

"WHAT is wrong with American cars" was the subject of a speech by Mr. Laurence H. Pomeroy, Chief Designer of the Daimler-Lanchester-B.S.A. group at the Chicago Exposition recently. Comparing British with American cars, Mr. Pomeroy stated that the latter were too big, and gave instances of the successful way in which British manufacturers were mounting large bodies on chassis of small overall dimensions; as an illustration of his contention, he showed that 10 h.p. British cars gave almost as much passenger accommodation as American cars of very much higher horse-power.

He also referred to the great strides in transmission which have been made by British manufacturers, including, of course, the type of transmission which he himself has pioneered—the fluid fly-wheel combined with self-changing gearbox.

Jarvis-bodied Morris Tens

Jarvis and Sons, Ltd., of Wimbledon, London, S.W.19, ask us to point out that the special bodies for Morris Tens, which were described and illustrated in our issue of September 1, are being manufactured for them by John Charles and Co., Ltd., of Kew Gardens, Surrey.

The Law To-day

**NO. 33
YOUR BRAKES**

EVERY motorcar must be equipped with either two entirely independent and efficient braking systems or with one efficient braking system having two independent means of operation and so designed and constructed that the failure of any single part shall not prevent the brakes on two wheels—or, in the case of a three-wheeler, one wheel—from operating effectively so as to bring the vehicle to rest in a reasonable distance.

Two points are to be noted in connection with the foregoing. One is that the brake drum is regarded as part of the wheel and not as part of the braking system.

The other is that, in the case of a single braking system with two means of operation, it is quite in order for the two sets of operating gear to take effect directly or indirectly through the same cross-shaft; in other words, the fact that both foot and hand brakes are connected to the same cross-shaft does not prevent them from being legally regarded as independent. There is, however, a proviso to the effect that, where a single cross-shaft is used in this way, the brakes must act on all wheels directly and not through the transmission gear.

(Next week: More about your brakes.)

THE DISASTER AT MONZA

Campari, Borzacchini and Czaykowski Killed

A TRAGIC GRAND PRIX MEETING

THE terrible catastrophes which marred the meeting at the ill-famed Monza track near Turin, Italy, last Sunday shocked the entire world of motoring sport. In the course of this one day's racing three of the world's most brilliant racing drivers were killed and two others were involved in crashes.

The three dead drivers were Guiseppe Campari, Baconi Borzacchini and Count Stanislas Czaykowski. All three had raced in this country in recent years and had won instant popularity with British enthusiasts.

Francesco Barbieri and Count Castelbarco both shot over the edge of



Baconi Borzacchini.

the low banking, and while the former escaped with bruises, the latter was severely injured.

All these accidents took place during the Monza Grand Prix, which was run in a series of heats and a final last Sunday afternoon before a huge crowd, including Prince Umberto, who acted as starter, but who withdrew after the tragedy. Countess Czaykowski and Campari's mother were among the spectators.

During the morning the Italian Grand Prix had been run without incident, and was won by Fagioli (Alfa-Romeo) in 2 hrs. 21 mins. 41 secs, at 77.34 m.p.h. Nuvolari (Maserati) was



Cavaliere Guiseppe Campari.

second in 2 hrs. 52 mins. 21½ secs. and third and fourth were Zehender (Maserati) and Lehoux (Bugatti). Earl Howe (Bugatti) and Whitney Straight (Maserati) also competed.

The double tragedy occurred in the first heat of the Monza Grand Prix. Campari's car suddenly spun round and Borzacchini collided with him. Both cars disappeared over the edge of the banking. Campari was picked up dead and Borzacchini died a few minutes later. Castelbarco, who was close to the ill-fated cars, braked heavily and skidded off the track.

Again Tragedy.

The second catastrophe occurred in the third heat. Whitney Straight led for four laps and was passed by Count Czaykowski. On the ninth lap the Count's car went over the edge of the track and burst into flames.

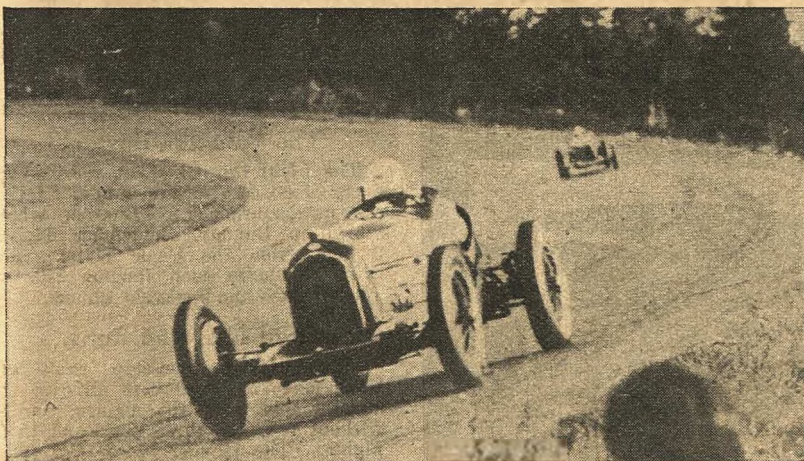
The genial and portly Campari was probably the most universally popular driver of to-day. His brilliant career commenced shortly after the war, when he rapidly forced his way to the front rank. In 1924 he won the Grand Prix at Lyon, and from that time onwards won innumerable races. He figured in three R.A.C. T.T.'s. In 1929 he was second behind Caracciola, in 1930 he was second to Nuvolari, and in 1931 he finished sixth. This year, a veteran amongst the new generation of drivers, he staged a sensational comeback by winning the French Grand Prix at Monthéry.

It was during the past few years that Borzacchini came to the fore, winning among other classics, the Mille Miglia. He also raced in Ireland and made a dramatic "second" in the 1931 T.T. He was regarded on the Continent as second only to Nuvolari.

Count Czaykowski, like Earl Howe, raced for the love of the game. A Pole domiciled in France, he drove a tremendously fast two-litre Bugatti, and early this year took the world's hour record with a 2.3-litre model at over 130 m.p.h. He made his first appearance in this country in the B.R.D.C. 500 Miles Race in 1932, and returned this year to win the British Empire Trophy. So passed three brave men.



Count Stanislas Czaykowski.



THE FATAL CURVE.

A view of Monza showing the notorious slight banking of the "road section" of the circuit where lap speeds of 130 m.p.h. were attained. It was at this spot last year that Earl Howe narrowly escaped death in the 1½-litre Delage.

NEWS

From North, South—

TO-MORROW AT PHOENIX PARK

Irish Free State's Own Race Meeting

THE Irish Free State's only car road races will be run to-morrow, Saturday, September 16, when the Irish Motor Racing Club stages its second meeting on the old Grand Prix course in Phoenix Park, Dublin. A good entry has been received, which is not surprising in view of the opportunity this meeting gives the enthusiastic driver of taking part in a road race for an outlay of only a few pounds.

No English drivers will be competing, this being due, no doubt, to the clash with the 500-Miles Race at Brooklands. There will be a Manxman, however, in T. G. Moore, the T.T. driver, who is to handle a Lagonda entered by an enthusiastic supporter of the Irish Motor Racing Club who is himself too old to drive.

The entry list includes two of the competitors in the last Tourist Trophy—W. Sullivan and R. W. Baird—and many of the other entrants have plenty of experience in Irish hill-climbs and sand racing. M. J. Hynes, who is to drive a converted Ford, is regarded as Ireland's greatest sand-racing exponent.

Owners of small cars have the advantage of being eligible for both Senior and Junior races. The 100-mile Senior event is for cars of any cubic capacity, and the Junior (over 79 miles) is for cars up to 1,100 c.c. Both will be run on handicap.

The Lord Wakefield Trophy is offered for the driver making the best performance of the meeting; the Joyce and Brady Cup for the winner of the Junior race; the Mobiloil Trophy for the Senior race. There are class prizes in addition as follows:—The Royal Irish Automobile Club Cup (850 c.c.), the Clery Cup (1,100 c.c.); the W. T. Cosgrave Cup (2,000 c.c.), and the M.G. Car Co. Cup (over 2,000 c.c.).

The 850 c.c. and 1,100 c.c. cups will be decided by the speeds in the Junior race only.

The following is a list of the entries:—

Junior Race.

F. W. Earney (Amilcar) A. H. Potterton (M.G.) H. A. Delap (Riley), D. C. McLachlan (Riley), W. R. Baird (Riley), F. O'Boyle (Riley), W. T. McCalla (Sullivan Morris Special), H. C. McFerran (M.G.), T. O'Shaughnessy (Riley), R. J. Gallagher (Austin), "A. Corry" (M.G.), W. Sullivan (not specified), L. R. Briggs (M.G.), H. F. McCullough (Riley), W. J. Kavanagh (Austin).

Senior Race.

Miss N. Comerford (March Hillman Minx), H. W. Sloane (Wolseley Hornet), W. T. McCalla (Bentley), C. H. Manders (Bugatti), C. H. Wilson (Vauxhall), C. G. O'Neill (Bugatti), D. C. McLachlan (Riley), R. W. Baird (Riley), F. O'Boyle (Riley), G. J. Statham (Ford: driver, M. J. Hynes), D. Yule (Bentley), A. H. Verschoyle (Lagonda: driver, T. G. Moore), W. R. Atkins (Delage), H. C. McFerran (not specified), B. Plunkett (Alfa-Romeo), C. Pearson (Meadow-Special), F. Pearson (Peugeot), T. Murphy (Hudson), R. J. Gallagher (Austin), W. Sullivan (not specified), E. Doran (Vauxhall), "A. Corry" (M.G.).

AMAZING THREE-WHEELER RECORDS

24 Hours at Nearly 70 m.p.h. with 750 c.c.

AFTER installing a 750 c.c. engine in the single-seater machine with which he obtained 17 records recently, M. Sandford set out last week to attempt the 24-hour International records in the 750 and 1,100 classes.

Relayed in five-hour shifts by Gaudichet, Sandford covered 1,663.33 miles in 24 hours, breaking the world's three-wheeler record held by Mrs. Stewart and S. C. H. Davis. The average speed maintained in spite of three wheel

changes and the usual pit stops was 69.457 m.p.h. The old Morgan J.A.P. record made by Mrs. Stewart and Davis stood at 64.70 m.p.h.

Records in the 750 c.c. class were established for 1,500 km., 1,000 miles, 2,000 km., 1,500 miles, and 2,500 km. In the 750 class, the 24-hour record broke that established by a Sandford three-wheeler in the Bol d'Or Endurance race last Whitsuntide.

Dunlop tyres were employed, and the only reason why wheel changes were made was the fact that Sandford started with the same tyres with which he obtained the 12-hour and 1,000-mile record some time ago.

The "Buxton-Buxton."

The Light Car Club has received an entry of 46 cars for its annual trial in the neighbourhood of Buxton, which starts on Sunday, September 17, at 9 a.m., from the Eagle Hotel. The course includes such famous hills as Litton Slack and Jenkyn's Chapel.

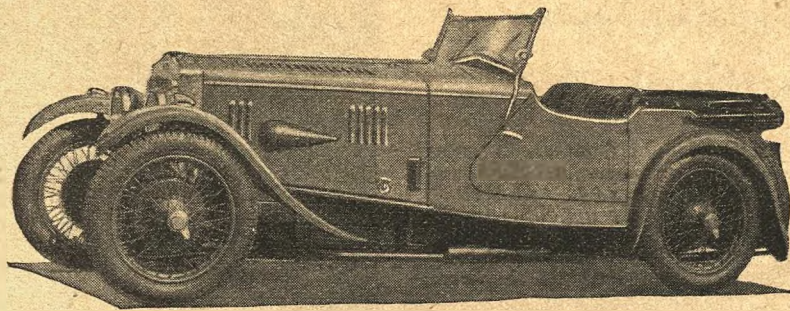
Ford Non-stop Runs.

Demonstration non-stop runs are being made by Ford cars all over the country this week, the engines running without rest for three days and three nights. The Hanger Motor Co. (Birmingham), Ltd., have entered an 8 h.p. model known as the Golden Ford for this strenuous test. After completing the 72 hours' non-stop run in Birmingham, the car is due to be driven to Hastings for to-day's Rally.



THE
"GOLDEN
FORD."

Entered by the Hanger Motor Co. (Birmingham) Ltd. in the Ford 72 hours non-stop demonstration which is being held throughout the country this week, the 8 h.p. model shown here is known as "Hanger's Golden Ford."



THE 1934
FRAZER-NASH
"SIX."

This attractive "long tourer" body is now available on the 1½-litre six-cylinder Frazer-Nash chassis from £595. The T.T. replica "short body" can also be supplied on this chassis.

GOING TO THE "500 MILES"?

Information for Intending Spectators

THE admission charges for the "500" will be as follow:—Public enclosure, 3s. 6d.; children, 1s. 6d.; admission to all enclosures, 10s.; children, 5s. (tax is included in all prices quoted). B.A.R.C. members' vouchers do not apply to this meeting. Dogs on no account must be brought into the grounds. Cars may be parked at the entrances at a charge of 2s. 6d. or brought alongside the course at a charge of 10s. per car. Chauffeurs will be charged admission charges except in the case of B.A.R.C. members, whose chauffeurs will be admitted free if in uniform or livery.

The race starts at 11 a.m., and will conclude about 5.30 p.m.; 181 laps have to be covered by all cars. Cars start in classes, those with superchargers having a further penalty over their ordinary class handicap. The largest cars start at 12.20 p.m.

Special combined rail and admission tickets are issued from all important

stations on the Southern Railway. Weybridge Station adjoins the Main Foot Entrance. Passengers from the provinces should book via Waterloo.

All cars will enter by Gate "B" on the Byfleet Road (Members' Entrance), adjoining which is a car park for those not wishing to take their cars into the grounds. A further car park is available at Gate "A," which is on the same road next to Vickers' Works. Those wishing to place their cars alongside the course are recommended to attend early and must enter by Gate "B," others are recommended to use "Gate A."

The catering arrangements are in the hands of the Army and Navy C.S., Ltd. A full cold lunch (3s. 6d.) is obtainable in the Paddock, and snacks, light refreshments and teas in other enclosures.

Full details of the B.R.D.C. classic will be found on pages 494 and 495.

ROAD INFORMATION

For This Week-end:

By special arrangement with the Automobile Association we are able to present our readers with useful and practical information concerning sections of road which have been under repair but which, it is anticipated, will be open by to-day, Friday, unless otherwise stated.

Home Counties.—St. Neots-Cambridge (West of Cambridge); Biggleswade-Henlow (at Henlow); Leatherhead-Guildford (at Effingham); London-Worthing (at Ashted); Brighton-Chichester-Emsworth (at Crossbush); Maresfield-Hartfield (between Lampole and Fairways), completed; Shoreham-Pulborough (at Wiston and Sunny Nook Corner); Deal-Dover (at Ringwould), to be completed approximately 16.9.33.

Midland Area.—Newtown-Llangurig (at Llandinam), completed; Kingston-Llandrindod Wells (at Penybont Common), completed; Stratford-Evesham (at Burden Hill).

Western Area.—Gloucester-Chepstow (at Highnam); Gloucester-Dursley (near Dursley); Taunton-Street (between East Lyme and Burrow Bridge).

Devon and Cornwall Area.—Exeter-Torquay, via Teignmouth (at Maidencombe); Torrington-Hatherleigh (at Huish Lodge); Liskeard-Tavistock (at Newbridge Hill); Liskeard-Torpoint (at Antony); Launceston-Camelford (at Wilsey Down).

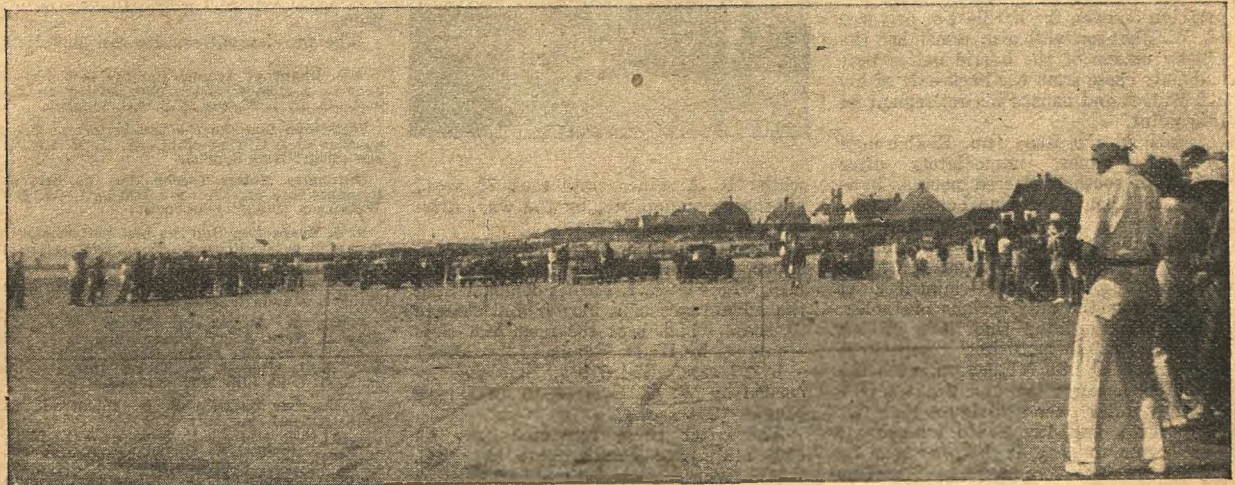
South Wales Area.—Abergavenny-Baglan (at Penpergwm), completed; Haverfordwest-Milford Haven (at Pope Hill), completed; Cardiff-Newport (at Castleton), completed.

East Midland Area.—Retford-Gainsborough (at Moorgate, Retford), completed; Spalding-Sutterton (at Chain Bridge), completed; Stamford-Spalding-Helbeach (at Chapel Bridge), completed; Bourne-Stamford (at Post Village), completed; Stamford Market, Deeping (at Tallington Village), will be completed approximately 21.9.33.

New Valve Gear.

As a result of extensive experiments an ingenious form of rotary valve, known as the Cross, is now reaching the production stage.

The general idea of a rotary valve is, of course, not new, but, hitherto, port-sealing, lubrication and other troubles have prevented satisfactory operation. In the Cross system all of the drawbacks are claimed to have been overcome. The timing is positive at all speeds, and experimental engines have been run up to 10,000 r.p.m. without trouble. The designer of the valve gear is Mr. R. C. Cross, 33, Midford Road, Odd Down, Bath.



SPORT
ON THE
SANDS.

A feature of the weekly programme at The New City, near Bognor, is a sports meeting for cars on the very firm sands. The start of a tent-pegging contest is seen above. Incidentally, last Sunday, members of the Southern Jowett L.C.C. joined in the sport.

M.G. CLUB'S ABINGDON TRIAL

Enjoyable Event Held in Perfect Weather

MANY FAILURES IN SPECIAL TEST

PERFECT weather and a very interesting course, taking in some of the most famous hills in the Cotswolds, made the M.G. Car Club's second Abingdon-Abingdon Trial last Saturday a very enjoyable affair, in spite of one or two hold-ups that delayed proceedings somewhat.

The start was from the M.G. works at Abingdon, and all but six entries started. Main roads were followed for some 45 miles to Winchcombe, but the monotony of this stretch was broken by the emergency stop test—a little surprise item mentioned in the "regs," but not on the route card. The idea consisted of erecting a "Stop" notice at an unexpected spot and penalizing those competitors who overshot it—as seven did last Saturday.

Mill Lane marked the beginning of the hills, and caused a very heavy mortality in the awards list, not so much on account of the non-stop section—which brought in a crop of seven failures—as the special restarting test. In this, competitors had to stop with their front wheels on a line, switch off the engine and then, when given a signal, restart and cross a second line 10 yds. away within a time limit. The time specified was too severe for some two-thirds of the competitors, who lost marks accordingly. Best time was put up by G. A. I. Forbes, in a blown M.G. Magna.

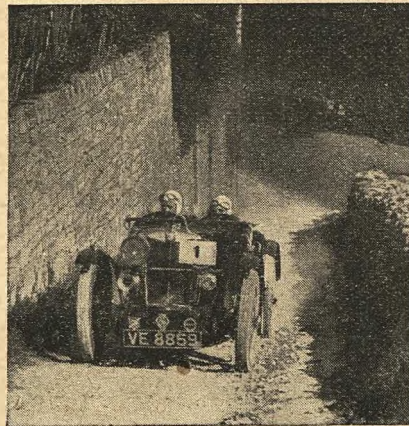
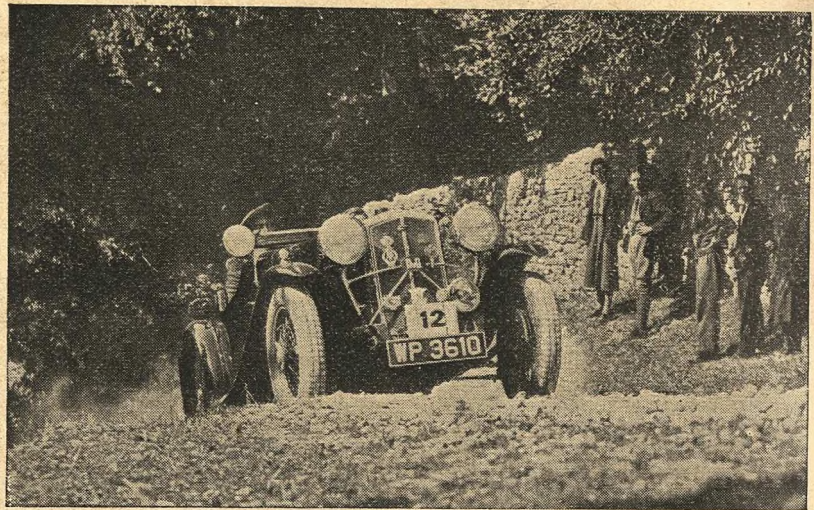
Mind the Bumps!

After this came the dreaded Nailsworth Ladder, which seemed in a mild mood so far as its stopping powers went, and lost marks for only six drivers. The hill showed its vicious side in another way, however, and gave the competitors a shaking up that they will remember for many a day. J. Shewell Cooper (J.2 M.G. Midget), in particular, will not easily forget Nailsworth—hitting a bump that flings both front wheels a foot off the road is apt to make an impression on even the hardiest of drivers! H. W. Johnson will also remember the hill by reason of the horrid noises that suddenly came from the back axle of his J.1 Midget and caused his retirement at this point.

Lunch at the Bear Inn, Rodborough Common, almost immediately after served to sooth shattered nerves, however, and then came Quarhouse, Blackness, Mutton and Iles Lane—four observed hills in five and a half miles. Quite enough to keep competitors busy, although Mutton, which claimed eight victims, was the only serious obstacle.

Having negotiated this little stretch of concentrated motoring, competitors were faced, a mile farther on, with the combined acceleration and brake test—a tricky affair over a distance that left competitors guessing as to whether it was better to stay in bottom gear or change up into second. The few who guessed "second" guessed right. Actually, the best time was put up by P. E. G. Lobb, who clocked 6½ secs. F. I. Allen came next with 7½ secs.,

(Right) With his front wheels taking to the air—an uncomfortable view of J. Shewell Cooper (J.2. M.G. Midget) bucketing over the appalling bumps on Nailsworth Ladder. (Below) W. E. C. Watkinson (Wolseley Hornet) going well on the worst stretch of the same hill.



(Left) Getting his "revs"—F. Rickaby (J.2. M.G. Midget) accelerating away from the foot of Mutton Hill, only to stop higher up. There were eight failures on this hill.

motored his J.2 Midget up a bank and pushed the axle back several inches, but the timely arrival of Mr. H. N. Charles, the M.G. designer, enabled him to get going again, the genial Charles setting about things with a will and soon getting the axle back again in its rightful place.

The provisional results are as follow:

M.G. Challenge Trophy (for the best performance by a member of the club driving an M.G. car).—G. A. I. Forbes (K.3 M.G. Magna).

Watkinson Cup (for the best performance by a member of a visiting club).—W. J. B. Richardson (Singer Nine Sports).

University Motors Trophy (for the best performance in a car of over 1,100 c.c.).—W. E. C. Watkinson (Wolseley Hornet).

P. J. Evans Cup (for the best performance in a car up to 1,100 c.c.).—W. G. Everett (L-type M.G. Magna).

Team Prize.—Singer Nine team: H. M. Avery, W. Porter and W. J. B. Richardson.

First-class Awards.—H. Hearn (J.2 M.G. Midget), H. M. Avery (Singer Nine), B. J. Webb (Singer Nine), W. Porter (Singer Nine), G. J. Rea (M.G. Midget), R. Tibbey (Singer Nine), P. E. G. Lobb (J.2 M.G. Midget).

Second-class Awards.—R. G. Macdermid (J.2 M.G. Midget), A. May (J.2 M.G. Midget), J. Shewell Cooper (J.2 M.G. Midget); A. Z. Watson (J.2 M.G. Midget), C. Threadgold (M.G. Mark I), F. A. Thatcher (Triumph Southern Cross), R. S. Norem (M.G. Magna), D. Maclean (M.G. Magna), K. R. Evans (J.2 M.G. Midget), Miss K. Tabham Warter (J.2 M.G. Midget), J. H. Cheaney (J.2 M.G. Midget), J. S. Robertson (J.2 M.G. Midget), F. B. Hawley (J.2 M.G. Midget), A. E. Cleghorn (M.G. Magna), J. E. de Biquiere (Austin Seven).

whilst R. A. Macdermid took 7½ secs., all these competitors, by the way, driving J.2 Midgets.

There remained only one other obstacle, the timed climb of Battlescombe Hill, where G. A. I. Forbes demonstrated the advantages of a blower and clocked 21 secs., which beat the next best time—put up by K. D. Evans (J.2 Midget)—by 2½ secs. Third best time was recorded by W. G. Everett, in an L-type Magna (24½ secs.).

Thereafter there remained only an easy main-road run back to the M.G. works, where all but three competitors checked in and enjoyed the hospitality of the M.G. concern for tea.

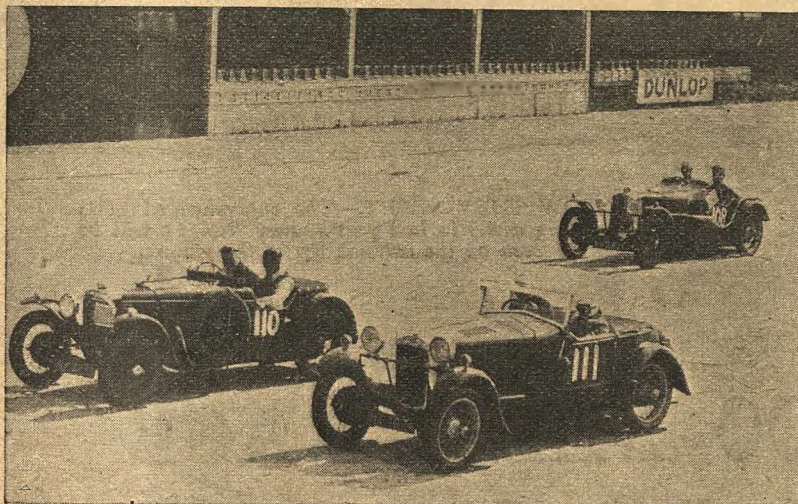
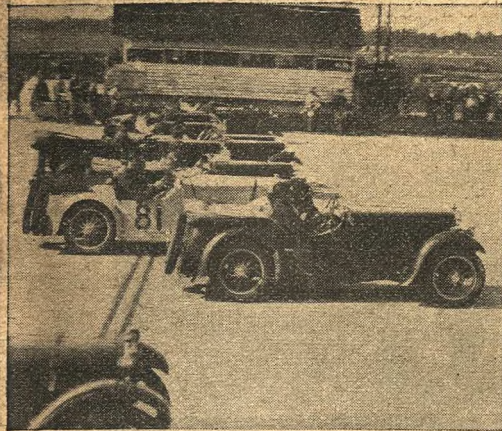
On the last stretch, incidentally, the Marquis Townshend of Raynham

THE M.C.C. AT BROOKLANDS

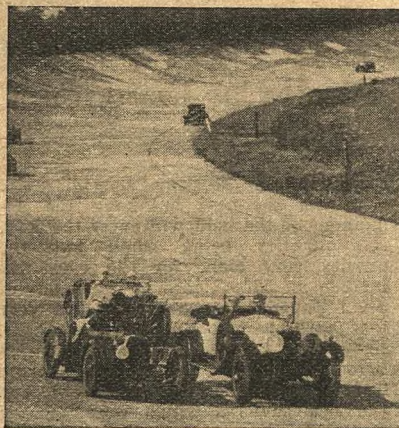
High Speeds in the "One-hour Blind"

NON-COMPETITOR INVADES TRACK

(Left) The start of a scratch race for Austin, Singer and M.G. cars. T. W. Fassett (Singer Nine) has drawn slightly ahead. (Below) D. G. Hopkins (No. 110), J. D. Windle (No. 111) and H. J. Aldington (No. 108) in a Frazer-Nash scrap which Aldington won.



(Right) In a bunch—R. J. W. Appleton (Riley Nine), M. H. Morris Goodall (Aston Martin) and C. W. E. Windsor-Richards (Vauxhall) in the high-speed trial.



IN complete contrast with last year's meeting, which was damped by rain, the M.C.C. High-speed Trial at Brooklands on Saturday was favoured by fine weather.

The programme opened at 11 a.m. with the first High-speed Trial. An impressive feature of this—and of the other two trials held—was the massed start. Thirty-four cars were ranged in three lines across the track at the Fork—by the B.A.R.C. Pond start—and at the fall of the flag all started together. The sight of this mass of cars jostling for position as they streamed up to the members' banking was extremely impressive.

Next followed a series of two-lap handicap races. The best speed in these events was put up by A. May in his 4½-litre Vauxhall, who, starting from the 44 secs. mark, won his race at 81.64 m.p.h.

In the one-lap scratch events which followed, the best performance was put up by A. Ashton-Rigby in an M.G. Magna, who won his event at 74.33 m.p.h., and came in about 200 yards ahead of M. B. Watson, also in an M.G. Magna, and F. F. Patrick in his Patrick Wolseley Hornet Special.

Even more impressive than the start of the first high-speed trial was that of the second, as in this case there were

48 competitors. Incidentally, there were only nine retirements out of the 82 cars taking part in the trials, which speaks well for the reliability of the cars and the good driving of their owners.

After an hour's trial for motorcycles, combination and three-wheelers, a series of three-lap team relay events was run. The system used was as follows:—The No. 1 car of each team started and completed one lap. When the car crossed the starting line again the second car was flagged away, and so on.

During the second heat of the relay race an unprecedented event occurred, a spectator successfully evading the officials and driving his saloon car round the track at high speed! Amid much

excited flag-wagging he was brought in after one lap. He is unlikely to repeat his experiment.

The relay race for motorcycles, side-cars and three-wheelers, at about 7.20 p.m., concluded a thoroughly enjoyable and interesting meeting.

TWO-LAP HANDICAPS.

1. A. L. Hicks, 1,096 Morgan, 30 secs.
 2. A. C. Maskell, 1,096 Morgan, 4 secs.
 3. G. Brough, 996 Brough Superior, scr. Winner's average speed: 73.02 m.p.h.
1. A. May, 4,254 c.c. Vauxhall, 44 secs.
 2. M. H. Morris-Goodall, 1,482 c.c. Aston-Martin, 48 secs.
 3. R. Rose, 4,398 c.c. Bentley, 18 secs. Winner's average speed, 81.64 m.p.h.
1. M. W. May, 1,991 c.c. Alvis, 4 secs.
 2. R. C. Murton-Neale, 2,996 c.c. Bentley, 4 secs.
 3. A. Vincent, 1,482 c.c. Aston-Martin, 10 secs. Winner's average speed, 79.55 m.p.h.
1. M. L. Curtis, 3,622 c.c. Ford, scr.
 2. C. S. Horne, 3,622 c.c. Ford, scr.
 3. H. A. Hardwick Sewell, 4,254 c.c. Vauxhall, scr. Winner's average speed, 75.57 m.p.h.
1. J. M. Toulmin, 847 c.c. M.G. Midget, scr.
 2. J. A. Bastock, 847 c.c. M.G. Midget, 20 secs.
 3. N. A. Prince, 747 c.c. Austin, 32 secs. Winner's average speed, 65.78 m.p.h.

ONE-LAP SCRATCH EVENTS.

- For Austin, Singer and M.G. Cars up to 1,100 c.c. Supercharged Cars Barred.
1. J. M. Toulmin, 847 c.c. M.G. Midget.
 2. M. T. U. Collier, 847 c.c. M.G. Midget.
 3. J. A. Bastock, 847 c.c. M.G. Midget. Winner's average speed, 64.67 m.p.h.
- For M.G. Magna, Wolseley Hornet, M.G. Magnette and Riley Cars up to 1,300 c.c.
1. A. A. Rigby, 1,026 c.c. M.G. Magna.
 2. M. B. Watson, 1,026 c.c. M.G. Magna.
 3. F. F. Patrick, 1,271 c.c. Wolseley Hornet S. Winner's average speed, 74.33 m.p.h.
- For Aston-Martin, Alvis, Frazer-Nash and Riley Cars up to 1,650 c.c.
1. H. J. Aldington, 1,496 c.c. Frazer-Nash.
 2. J. D. Windle, 1,496 c.c. Frazer-Nash.
 3. D. G. Hopkins, 1,496 c.c. Frazer-Nash. Winner's average speed, 62.02 m.p.h.
- For Lagonda, Essex, Ford and Talbot Cars.
1. Lt. Comdr. R. G. Fowle, 2,969 c.c. Talbot.
 2. A. B. Gilbert, 2,276 c.c. Talbot.
 3. M. L. Curtis, 3,622 c.c. Ford. Winner's average speed, 74.78 m.p.h.
- For Vauxhall and Bentley Cars.
1. R. R. K. Marker, 4,435 c.c. Bentley.
 2. R. Rose, 4,389 c.c. Bentley.
 3. C. T. Baker-Carr, 4,435 c.c. Bentley. Winner's average speed, 84.70 m.p.h.

THREE-LAP TEAM RELAY EVENTS.

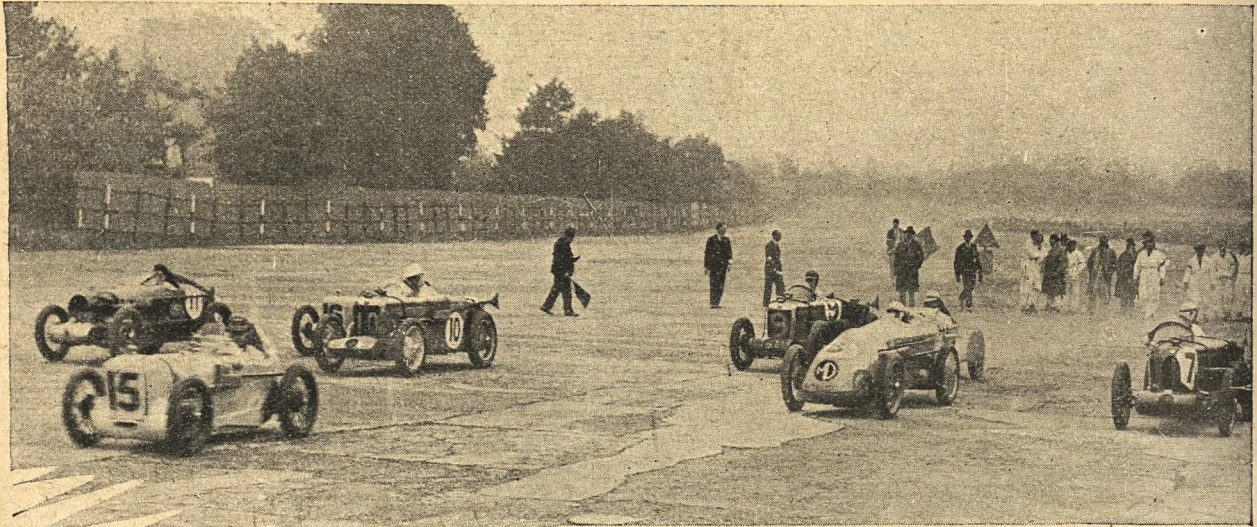
- Heat 1.
1. C. T. Baker-Carr, R. R. K. Marker and A. G. Murton-Neale (Bentleys).
 2. M. L. Curtis, C. S. Horne and G. H. Jackson (Ford V.8s).
 3. H. A. Hardwick-Sewell and C. W. E. Windsor-Richards (Vauxhalls), and G. B. Gush (Alfa-Romeo). Winners' average speed: 76.27 m.p.h.
- Heat 2.
1. S. G. Greene (M.G. Magnette) and A. J. Mazengarb and C. H. Wagstaff (Lea-Francis).
 2. W. J. Davies (Wolseley-Hornet), H. W. Inderwick (Frazer-Nash), and M. H. Morris-Goodall (Aston-Martin). Winners' average speed: 66.76 m.p.h.
- Heat 3.
1. H. Summerfield (M.G. Magnette) and A. B. Langley and J. A. Bastock (32 Midgets).
 2. T. B. Raban (Austin), E. N. Ward (Riley) and W. S. Barnes (Wolseley Hornet).
 3. J. D. Barnes, J. R. H. Baker and A. H. Langley (Singers). Winners' average speed: 64.13 m.p.h.

Final Placings.

1. Winners of Heat 1.
2. Winners of Heat 2.
3. Winners of Heat 3.

(For High-speed Trial results, see "Club Items.")

THE "BATTLE OF ARDS" TO BE REFOUGHT BETWEEN M.C.



HOW THEY START.—The supercharged 750s getting away in last year's race. No. 11 will be seen on the extreme left of the picture.

Complete Guide to

THE 500 MILES RACE

Classic Class Handicap Event Attracts

Big Field Including Famous
Small Car Exponents

AT 11 a.m. to-morrow, Saturday, two M.G. Midgets will slip quietly away from the starting line at the Fork, and the fifth 500 Miles Race of the British Racing Drivers' Club will have begun. It is rather curious that this battle of giants should start in such an unimpressive fashion, but such are the limitations of the necessary handicap system that no more spectacular way of raising the curtain on this great classic can be adopted.

The Midgets will have the track to themselves for over 39 minutes, then the spectators will be treated to something rather more exciting in the way of a start because no fewer than six supercharged M.G. Midgets—including the Magic Midget—and the three famous single-seater supercharged Austins are due to get off the line together; these are the supercharged "750s." The same time of departure will govern the unsupercharged "1,100s," so that the three M.G. Magnas—victors of the Relay Race—Dixon's two Rileys and several other Rileys will get off at the same time, approximating to quite the most spectacular part of the starting business and being really and truly of the massed variety. The start, by the way, will be at the Fork.

Eleven fifty-four a.m. will mark the next departures from the starting line, these being the supercharged Magnostes, and the unsupercharged "1,500s," which consist of an Alvis, a Frazer-

Nash and a McEvoy Special only.

Within the next half-hour the remainder of the field will enter the fray, the quantity being small but the quality very high, for the cars will include an Alfa-Romeo in the hands of Juan Zanelli, Dunham's Alvis, a very fast supercharged Bugatti with E. G. Frankl at the wheel, and, in the 5-litre class, Kaye Don's supercharged "Bug" (starting from scratch) and the two Invictas which were seen on the Ards Circuit, recently, driven by Field and Lacey.

Folk who complain that Brooklands races are always the same will be given something upon which to cogitate in the "500" by the entry—for the first time in the history of the B.R.D.C.—of a two-stroke-engined machine. This is the revolutionary Jameson F.F. Special which Dudley Froy is down to handle and concerning which he has high hopes. It is due to start at 11.54 a.m. with the rest of the supercharged 1,100s.

The engine will be mounted in a special chassis, has two integral superchargers, and is of the four-cylinder type with a single inlet valve in each cylinder head. The nominal capacity is 995 c.e., but complications ensue

when the valve opens, for as it is of the piston type this slightly increases the capacity. Even then, however, it is claimed that the machine comes well within the 1,100 c.e. limit.

No fewer than 10 teams are down to run and, therefore, will compete for the beautiful Gold Trophy offered to the team winners. Of the 38 cars entered for the race, only two, the unsupercharged M.G. Midgets, will be able to average less than 104 m.p.h. if they are to maintain their schedule—a fact which clearly indicates the tremendously high speeds which the "500" demands.

Freddy Dixon, it is said, is determined to reverse the M.G. Magnette success at Belfast. He was excluded by the stewards on technical grounds, his silencer having come adrift, the car, therefore, not finishing in the condition required by the regulations. C. S. Staniland, who drove one of the six-cylinder Rileys in Ireland and unfortunately came to grief in the closing stages of the race, will be Freddy's co-driver, and together they anticipate that they will be able to give the M.G.s something to think about.

Dixon has also entered a second Riley, which will be handled by Cyril Paul, who has the unique record of having finished first, second and third respectively in three of the past 500 Miles Races.

Whitney Straight himself, with Tim Rose-Richards as co-driver, will be at

AND RILEY IN FAMOUS BROOKLANDS RACE TO-MORROW

the wheel of the M.G. Magnette entered by Straight and driven by Nuvolari in the Ulster T.T.

There is a long list of prizes. It is headed by the Wakefield Trophy, and £250 presented by Lord Wakefield of Hythe, the list of other donors including the names of the Dunlop Rubber Co., Ltd., Joseph Lucas, Ltd., the B.A.R.C., the Vacuum Oil Co., Ltd., Charles Follett, Ltd., K.L.G. Sparking Plugs, Ltd., *The Autocar*, and so on. Unless a particular car completes the 500 miles within 30 minutes of the winner crossing the line, neither the entrant nor the driver will qualify for an award.

Incidentally, the race will terminate as stated in the previous paragraph, or at 6 p.m., whichever is the earlier. In former years the winner has usually crossed the line between 4 and 4.30 p.m.

Restarting from the replenishment pits may be done by any means other than towing, but only a certain number of persons may be employed to restart the car.

Many newcomers are attracted to Brooklands by the 500 Miles Race, and for their benefit we give a précis of the more popular routes to the famous track, which is situated quite close to Weybridge Station.

There are two main exits from London, i.e., via Richmond, Twickenham, Hampton and Walton, or by Kingston, Esher and Cobham. The latter route, of course, includes the Kingston By-pass, and in this connection it must be truthfully said that it is often quicker to by-pass the by-pass!

From Esher and Cobham respectively the route to the track is well arrowed, the same applying to approaches from the western side, that is, Chertsey, Woking and Byfleet.

Visitors from the north may avoid London by taking the Great West Road and turning sharp left at A3005, the route then being via Feltham, Upper Halliford and Walton to Weybridge. From Windsor follow the road to Staines, then branch off to Chertsey and Weybridge.

HOW THEY FINISH.
—No. 11 (R. T. Horton, M.G. Midget) receiving the chequered flag on completing the 500 miles and winning last year's race.



THE CARS, ENTRANTS AND DRIVERS

Class "H." 750 c.c.			
Car.	Entrant.	Driver (1).	Driver (2).
M.G. Midget	G. H. S. Balmain and J. G. C. Low	G. H. S. Balmain	J. G. C. Low.
M.G. Midget	D. K. Mansell	D. K. Mansell	—
M.G. Midget (S.)	J. H. Freeman	J. H. Freeman	A. Ashton Rigby.
Austin (S.)	Sir Herbert Austin, K.B.E.	L. P. Driscoll	C. B. Bickell.
Austin (S.)	Sir Herbert Austin, K.B.E.	George Duller	Charles Goodacre.
Austin (S.)	Sir Herbert Austin, K.B.E.	J. D. Barnes	B. P. W. Twist.
M.G. Midget (S.)	J. C. Elwes	J. C. Elwes	M. B. Watson
M.G. Midget (S.)	K. D. Evans	K. D. Evans	D. N. Letts.
M.G. Midget (S.)	S. W. B. Hailwood	S. W. B. Hailwood	H. R. Attwood
M.G. Midget (S.)	G. E. T. Eyston	G. E. T. Eyston	A. Denby.
M.G. Midget (S.)	R. T. Horton	R. T. Horton	C. Brackenbury.
Class "G." 750 c.c.-1,100 c.c.			
Car.	Entrant.	Driver (1).	Driver (2).
M.G. Magna "L"	Alan C. Hess	Alan C. Hess	T. H. Wisdom.
M.G. Magna "L"	Alan C. Hess	G. W. J. H. Wright	The Earl of March.
M.G. Magna "L"	Alan C. Hess	C. E. C. Martin	L. F. Welch.
Riley	F. W. Dixon	F. W. Dixon	C. S. Staniland.
Riley	F. W. Dixon	C. Paul	P. Turner.
Riley	L. A. Dennis	L. A. Dennis	W. M. Couper.
Riley	H. G. Dobbs	H. G. Dobbs	J. Mullens.
Riley	W. A. Cuthbert	Marquis de Beleroche	A. E. Van der Beeka.
Riley (S.)	W. A. Cuthbert	W. A. Cuthbert	J. Bessant.
M.G. Magnette (S.)	E. R. Hall	E. R. Hall	—
M.G. Magnette (S.)	Whitney Straight	Whitney Straight	T. E. Rose-Richards.
M.G. Magnette (S.)	R. A. Yallop	R. A. Yallop	E. Fronteras.
M.G. Magnette (S.)	G. F. Manby-Colegrave	G. F. Manby-Colegrave	—
M.G. Magnette (S.)	Martin J. O. Parish	Martin J. O. Parish	—
Jameson F.F. Special	Dudley Froy	Dudley Froy	—
Class "F." 1,100 c.c.-1,500 c.c.			
Car.	Entrant.	Driver (1).	Driver (2).
Frazer-Nash	Anne, Lady Selsdon	Hon. P. Mitchell-Thompson	D. A. Aldington.
McEvoy Special	Henry Laird	Henry Laird	M. A. McEvoy.
Alvis	Charles Follett	Charles Follett	R. F. Oats.
O.M. (S.)	G. N. Crowther	G. N. Crowther	Vernon S. Balls.
Bugatti (S.)	T. S. Fotheringham	T. S. Fotheringham	R. R. Jackson.
Alvis (S.)	Frank Hallam	Frank Hallam	J. D. Benjafield.
Class "D." 2,000 c.c.-3,000 c.c.			
Car.	Entrant.	Driver (1).	Driver (2).
Alvis	C. G. H. Dunham	C. G. H. Dunham	—
Bugatti (S.)	E. G. Frankl	E. G. Frankl	—
Alfa-Romeo (S.)	Juan Zanelli	Juan Zanelli	—
Class "C." 3,000 c.c.-5,000 c.c.			
Car.	Entrant.	Driver (1).	Driver (2).
Invicta	E. F. Abecassis	George Field	J. Ettlinger.
Invicta	A. C. Lace	A. C. Lace	—
Bugatti (S.)	Kaye Don	Kaye Don	J. F. Field.

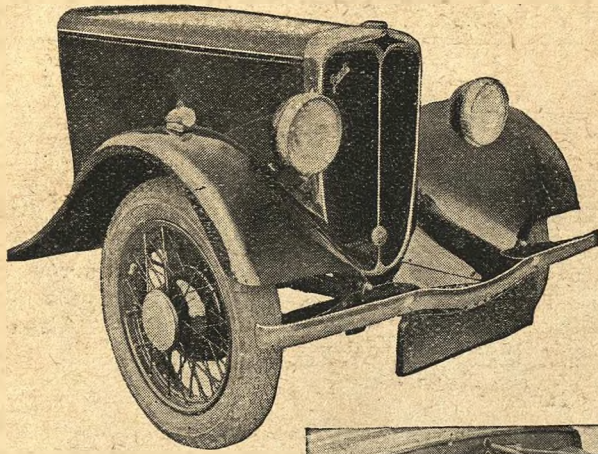
As the race takes place on the outer circuit of the track, an excellent view can be obtained from the Public Enclosure, a particularly fine impression of the cars at speed being gained by watching them from the hill overlooking the Members' Banking. Alternatively, and still from the Public Enclosure, pit work can be watched by moving down in the direction of the grandstand. Here also there is ample

parking space for cars and excellent spots for picnicking.

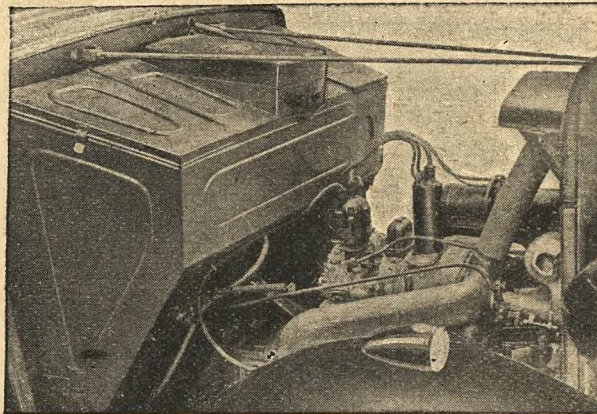
The progress of the race will be indicated by a giant lap scoring board and also by a formula board, the latter giving a far better indication of the real, if theoretical, positions of the runners than the former, which may easily be misleading.

(For admission prices, and so on, see page 491.)

JOWETT MODELS IN MANY DETAILS

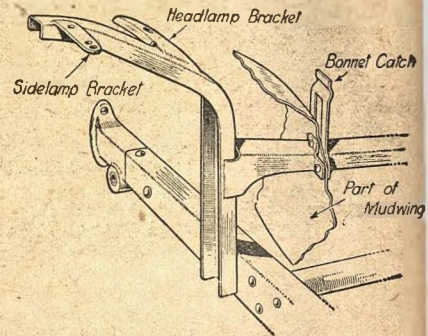


(Above) The attractive new radiator is curved at the base to follow the shape of the new wing valances; ease of cleaning, as well as better appearance, results. (Right) How the battery is now carried under the scuttle between two large tool lockers.



Handsome New Radiator and Re
Improve Appearance—Chassis Alter
Engine Mounting and Four-spee

(Below) A stout cross-member, normally hidden behind the radiator, ties the front wing stays together, giving much greater rigidity.



SIX models comprise the Jowett range of passenger cars for 1934. Although the prices are unchanged, certain important alterations and additions to the bodies and chassis represent a definite increase in value. The two fabric saloons are not now listed, but the other five models are retained, with the addition of a de luxe version of the four-door six-light saloon on the long chassis. On the short chassis the only body now available is the two-door four-light saloon.

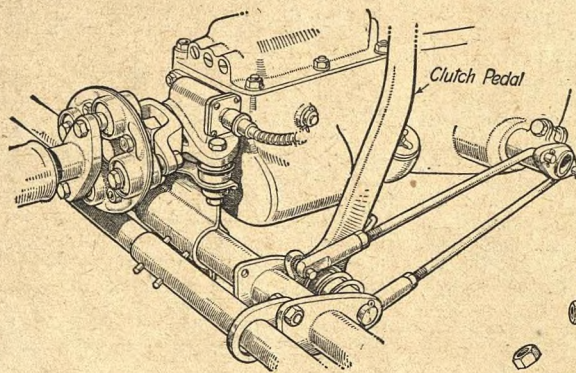
So much for the general outline. Now for the changes, taking first those which are easily visible and have as their primary object an improvement in appearance.

Starting at the front, the radiator shell is altered. At the bottom it is curved instead of being nearly square, and at the top there is a small enamelled panel in the broad band which, on many cars, is broken by a name plate or badge.

In front there is no crossbar, but concealed behind the radiator is a pressed steel member which ties the two wings very rigidly together and also ensures a secure mounting for the lamps. Actually, a full-grown man can sit on one wing without producing any visible deflection.

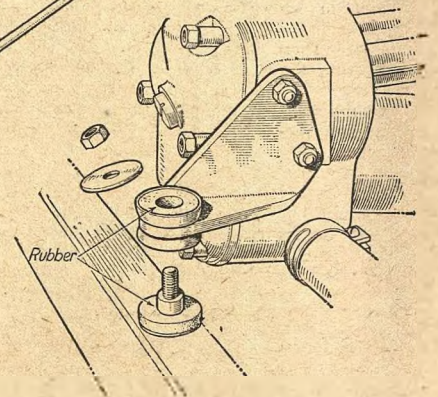
Instead of dipping down to the level of the chassis frame, the wing valances are carried in at a higher level, the bonnet sides being cut away to conform with this arrangement. An obvious result is the elimination of a snag well known to all who clean their own cars. Also, in the interests of appearance, the bonnet is carried considerably farther back, the scuttle being correspondingly shorter.

Thanks to the shape of the bulkhead or partition behind the engine, there is



(Above) The three-point mounted engine is carried at the back on a bracket attached to a cross-member, rubber buffers being interposed to give flexibility. The sketch also shows the new clutch operation and universal joint.

(Below) How rubber insulation is used between the front engine bearer brackets and the frame.



IN BRIEF.

ENGINE: Two cylinders, horizontally opposed, side valves, 75.4 mm. by 101.5 mm. = 907 c.c.; tax £7.

TRANSMISSION: Single dry-plate clutch; four-speed "silent-third" gearbox; ratios, 5.375, 8.05, 13.5, and 22.6 to 1; reverse, 28.3 to 1; open propeller shaft; spiral-bevel back axle.

DIMENSIONS: Wheelbase, 8 ft. 6 ins. (short chassis, 7 ft.); track, 3 ft. 9 ins.; overall length, 13 ft. 3½ ins.; width, 4 ft. 7 ins.

JOWETT CARS LTD.

Idle, Bradford.

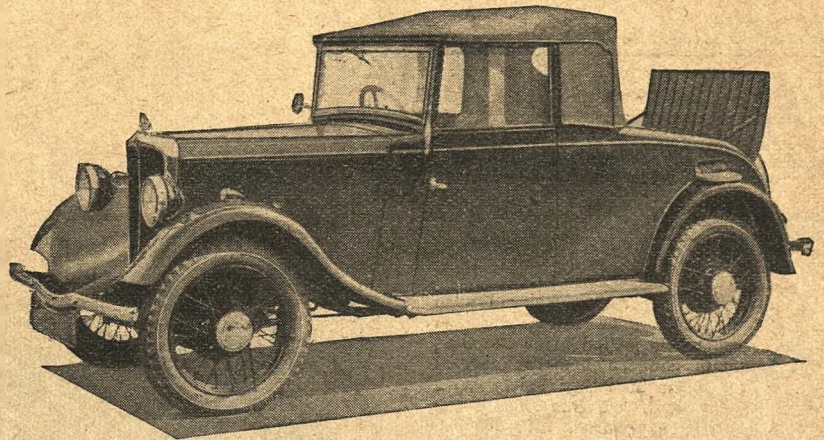
just as much leg room as before, but space is provided for the 12-volt battery and two large tool lockers under the bonnet.

Quite the neatest thing in bonnet catches is now fitted. On each side of the bonnet there is a single reasonably large disc with a milled edge which can be grasped comfortably and firmly. By turning this through about two-thirds of a revolution both bonnet catches on that side are released or locked as desired.

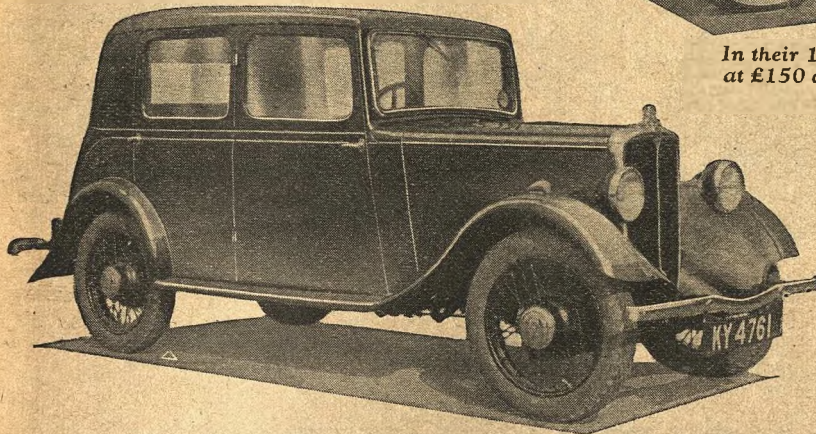
Inside the bonnet, and entirely hidden in the ordinary way, is the mechanism, which is certainly simple and quite unlikely to give any trouble. Attached to

IMPROVED FOR 1934

signed Front Wings
ions Include Flexible
Gearbox as Standard



In their 1934 form—the long-chassis two-seater (above) at £150 and the popular Kestrel saloon (left) at £175.



the spindle on which the disc is mounted there is a short arm or crank. To this a long and springy lever is attached at its mid point, and the bonnet catches are linked one to each end of that lever. Rotating the crank raises or lowers the catches. As the crank passes just over "dead centre" at each extremity of its movement, the springy lever locks everything in position.

Instead of a sharp angle where the scuttle joins the base of the windscreen, there is now a sweeping curve which is very much smarter. The top of the screen, as well as the bottom, is now curved, and this result has been achieved without resorting to any of the somewhat complicated hinges which were once thought necessary to allow a curved-top screen to be opened.

Before leaving the front of the car, it should be mentioned that broad, single-bar bumpers are now fitted instead of the twin-bar type. This, of course, applies also to the rear.

No Fabric Models.

Referring to the saloons, to which alone some of the foregoing remarks obviously apply, the front of the roof and the cantrails are now coachbuilt, and fabric covering is used only for the sliding part of the roof. As already mentioned, no fabric bodies are now made.

The doors now have flanges round the edges, and the locks are built so that they are concealed instead of being visible inside the body. Other details of the door "furniture," such as the dovetails, have been improved as well.

At the rear of the Kestrel body there are one or two changes which make the car look even better than the 1933 model. The waistline beading at the back is just a trifle lower and the wings are carried down a little, the

sweep of the rear panel being altered to conform with them. Small points on paper, perhaps, but the effect is quite worth while.

Turning to the chassis and again starting at the front, the starting handle is now detachable. To prevent oil leakage from the crankcase at this point, a packing gland is used.

Instead of being at the back, the shackles are now at the forward end of the front springs. This, too, may seem a small point, but it results in a slight servo action in the operation of the

1934 JOWETT PRICES.

Kestrel four-light saloon	£175
Six-light de luxe saloon	£175
Six-light standard saloon	£160
Four-light standard saloon	£151
Two-seater	£150
Four-seater	£150

front brakes and has been found to reduce the stopping distances appreciably.

The engine itself remains almost unchanged. On the carburettor intake a "splash baffle" is fitted to prevent waste of petrol in certain circumstances, so that the already excellent economy of the Jowett is still further improved. The exhaust valves are now made of a different alloy steel and there is a small alteration to the valve guides.

Offered in 1933 at an extra cost of £5, the four-speed gearbox is now standardized on all models.

Rubber mounting is now used at the back as well as the front for the suspension of the Jowett engine and gearbox unit in the frame. At the front, brackets attached to the horizontal cylinder heads rest on the frame side members, a large rubber disc being interposed.

A bolt passes through the flange of

the side member, the rubber disc, the bracket and another rubber disc, finishing up with a large washer and a nut to hold the assembly together. Shallow cups encase the rubber and a bush round the bolt protects it from chafing.

At the rear there is a bracket on the back of the gearbox and another bracket on a frame cross-member below it. Between the two are two seats of rubber discs arranged in a manner similar to that just described.

New Clutch Operation.

This flexible mounting of the engine has necessitated a rearrangement of the clutch pedal mounting, so that the pedal shall not move with the engine. It has therefore been removed from the clutch housing and is mounted on a frame cross-member. It is connected to the clutch-operating shaft by two rods, one to push and one to pull.

Just behind the gearbox there is another change. Instead of a flexible fabric disc coupling, there is a steel and rubber device. Two light pressings are bolted together and have four cylindrical holes, in each of which there is a large rubber bush. Through these bushes the arms of the two "spiders" pass, so that angular movement of the propeller shaft is taken up by the resilience of the rubber. This arrangement also provides a cushioning effect which smooths the transmission of the engine impulses.

In the matter of equipment, bumpers and a battery master switch are now fitted to all models. The electrical system in every case operates at 12 volts. Other items of the standard specification are Magna wheels, a rear petrol tank, from which fuel is fed to the carburettor by an engine-driven A.C. pump, Rexine upholstery on the open cars and a choice of either Rexine or moquette upholstery on the saloon models. All saloons have a neat sliding roof.

On the long two-seater there are also a radiator thermometer, plated headlamps, stoplight and powerful high-frequency horn.

Both the Kestrel and the six-light saloon de luxe can be obtained in black or in two colours. The standard six-light and four-light saloons are offered in either blue or black finishes, while the four-seater is finished in blue and the two-seater in black or dark green.

First Announcement of a Striking New Sports Model from a Famous Large- car Factory

ALTHOUGH closely associated with the production of light cars for some considerable period after the war, the Lagonda concern has for several years now been identified solely with the large-car field. In this market the company has, of course, attained an enviable reputation for producing high-class sports cars which not only look right, but are right.

The news, therefore that Lagonda, Ltd., are shortly to place on the market an entirely new 1,100 c.c. sports chassis is of unusual interest. The new model is to be known as the Rapier, and, as one would expect, is a quality job in every way, embodying the very latest ideas in engine and chassis construction. Moreover, the makers confidently anticipate a maximum speed of 80 m.p.h.

At the moment it is not possible to disclose the price of the chassis, but we can state that it will be in the neighbourhood of £250-£300. Incidentally, the Rapier Lagonda is to be supplied as a chassis only, so that purchasers will be able to obtain bodies built to meet their own individual needs.

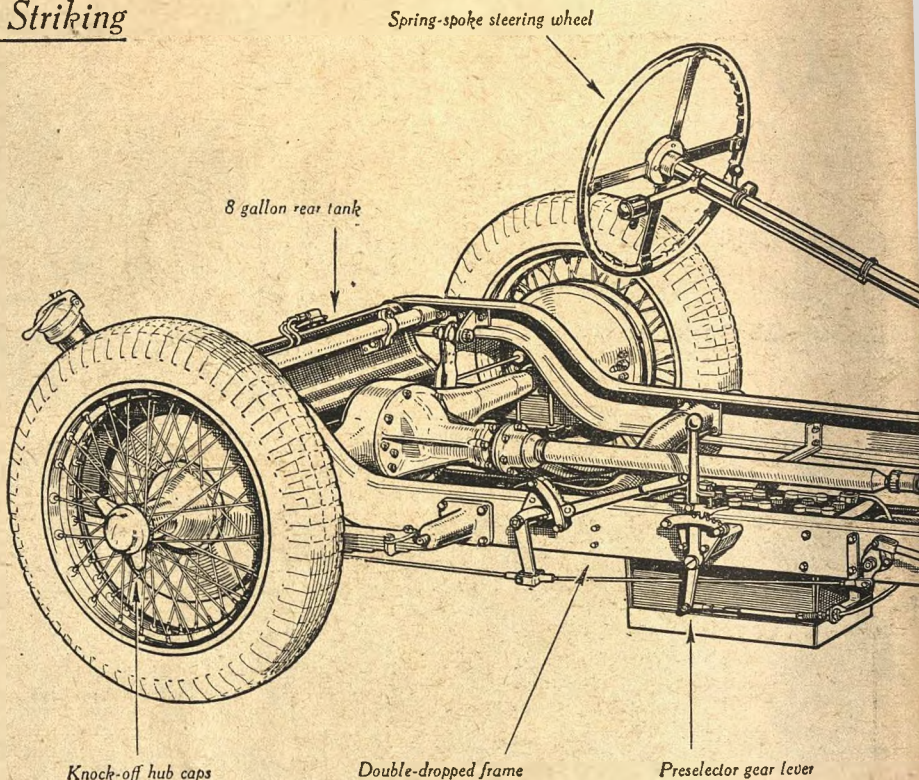
Doubtless various coachbuilding concerns which have become well known for their special sports bodies on other small chassis will turn their attention to the new Lagonda so that purchasers will probably have quite a wide choice of—to use a somewhat Irish expression—ready-made special bodies.

The Engine.

The engine is of the four-cylinder type with a bore and stroke of 62.5 mm. and 90 mm., giving a capacity of 1,104.5 c.c. and a Treasury rating of 9.686 h.p., so that the tax is £10. Overhead valves are employed, and it is interesting to note that they are operated by twin overhead camshafts, the valves being inclined so as to give a hemispherical shape to the combustion heads.

An examination of the valve gear gives a key to the thoroughness of the whole design. On each camshaft, for example, there are two special dampers to cut out "flutter," these taking the form of double-lift cams which bear against spring plungers; the peaks of these damper cams, of course, are arranged to occupy intermediate positions relative to the peaks of the other cams, so evening out the loading on the whole shaft. The entire valve gear is enclosed in oil-tight casings, and every part, including the followers which are interposed between the cams and the valves, is lubricated under pressure.

Adjustment is by means of shims enclosed in thimbles fitting over the ends of the valve stems, and special attention has been given to making the task easy; all that it is necessary to do to get at the shims of any valve is to slack off a set-screw which locates the



LAGONDA'S INTRODUCE AN 80 m.p.h.

To Be Known as the "Rapier" and

IN BRIEF.

ENGINE: Four cylinders, o.h. valves and camshafts; 62.5 mm. by 90 mm.—1,104.5 c.c.; tax £10; three-bearing crankshaft.

TRANSMISSION: Four-speed E.N.V. self-changing gearbox; ratios, 4.7, 6.298, 9.4 and 15.98 to 1; reverse 20.962 (Note: rear axle ratios of 5.1 and 5.3 to 1 are also available, giving alternative sets of ratios). Hardy Spicer propeller shaft to spiral bevel rear axle.

DIMENSIONS: Wheelbase, 7 ft. 6½ ins.; track, 3 ft. 11½ ins.; ground clearance, 6½ ins.

LAGONDA LTD.,
Staines, Middlesex.

cam follower on its shaft, when the follower can be pushed to one side, so leaving the thimble free to be removed. The valve springs, by the way, are double and of large diameter.

Single roller chains are used for the final camshaft drive. The chains are in the form of a Y, the sprocket at the foot of the Y, as it were, being mounted on the same shaft as a composite helical gear which meshes with a similar

gear on the crankshaft. A further composite helical gear is used to drive the dynamo. Incidentally, each of the three chains has an independent leaf spring tensioner, and provision is made so that the head complete can readily be removed without upsetting the timing.

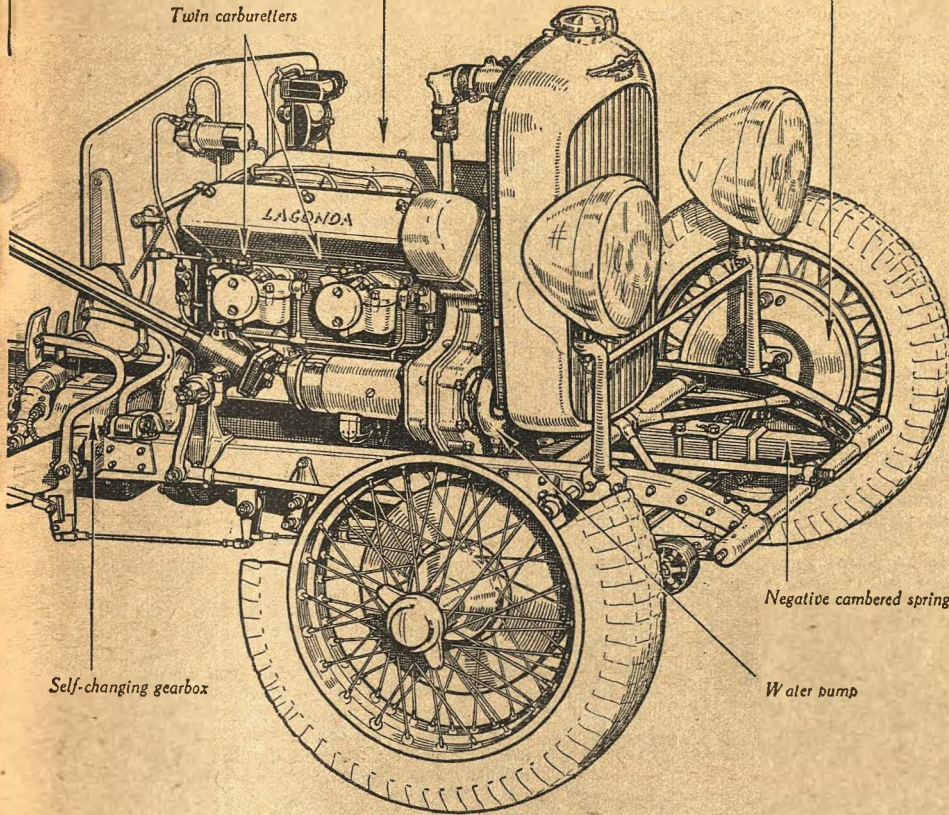
Lubrication, as we have already indicated, is by a full pressure system, the pump being of the gear type driven by a vertical shaft from the off-side camshaft, the gears employed being helical, of course, in the interests of silence. There is a large gauze filter through which the oil is drawn before entering the pump, whilst the supply is then passed through a further filter which is situated externally and can readily be cleaned without loss of oil. The sump is an aluminium casting and holds approximately one gallon.

The crankshaft is carried on three white metal die-cast bearings in bronze shells, and is a massive affair which is balanced both statically and dynamically. Connecting rods of forged high tensile steel are employed, and the big-ends are no less than 2 ins. in diameter. In accordance with the latest practice, the white metal is run directly into the rods. Both big-end and main bearings are schemed for the Michell system of lubrication, which permits of much heavier loading than normal systems

Four-cylinder overhead-camshaft engine

Girling brakes with 13 in drums

Twin carburettors



Self-changing gearbox

Negative cambered spring

Water pump

The prominent features of the new model can be seen at a glance in the drawing on the left—specially prepared by a staff artist.

engine, the water supply being drawn from the base of the radiator by a vane type pump which is driven from an extension of the dynamo shaft; from the pump the water is delivered via an external copper pipe which runs round the base of the cylinders on the near side and has a branch leading to the block approximately in the centre. The pipe continues from this point to the rear of the engine where a further supply of cool water is passed on to the rear of the cylinder head.

Thermostat Standard.

The outlet from the head takes the form of a vertical pipe at the front which passes through a cast elbow-piece where provision is made for a distance-reading thermometer. Thence the water passes through an adjustable R.P. thermostat back to the radiator header tank.

In unit with the engine is a close-ratio E.N.V. preselector gearbox with the very effective type of control employed on the larger Lagonda models. Actually, the preselector lever is somewhat similar to a normal gear lever and is mounted on the off-side chassis frame member, the connection to the gearbox being by means of an Arens control.

The ratios in the gearbox itself are 3.4, 2, 1.34 and 1 to 1, with 4.46 to 1 reverse, and buyers are given the choice of three back axle ratios, these being 4.7, 5.1 and 5.3 to 1; thus, in the case of the highest axle ratio mentioned, the overall ratios are 4.7, 6.298, 9.4 and 15.98. Other sets of ratios where the lower back axles are concerned are, of course, correspondingly lower.

The idea of giving buyers a choice of three sets of ratios is one that will appeal strongly to the enthusiast.

From the back of the gearbox a Hardy Spicer propeller shaft conveys the drive to the rear

1,100 c.c. SPORTS MODEL

Marketed in Chassis Form Only

Following modern practice where high-efficiency engines are concerned, two carburettors are used, each one having a separate manifold and feeding two cylinders, the manifolds being so arranged that the mixture impinges upon the cylinder head, so providing a hot spot. The ports are machined internally.

The fuel supply is by means of the latest type of S.U. electric pump which draws its supply from an eight-gallon tank at the rear. A notable refinement in this connection is that in addition to an electric petrol gauge there is a tap on the fascia board which controls the supply of the last two gallons so that in the normal way this quantity is held in reserve.

The exhaust manifold is on the near side—that is, the side opposite to the carburettors—and the pipe is led well forward so that the heat shall not reach the passenger's feet.

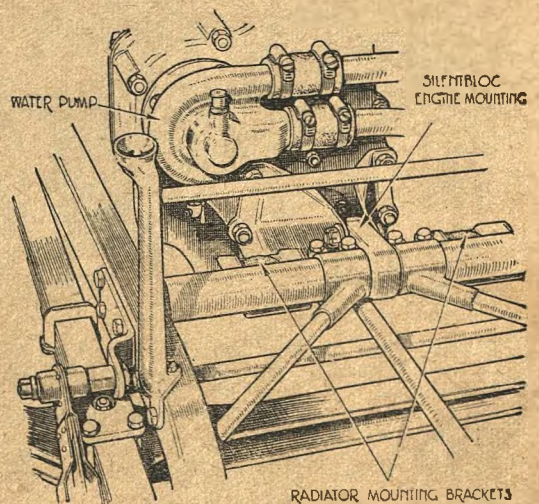
Ignition, as we have already mentioned, is by magneto, and 14 mm. plugs are used. These are located centrally in the combustion chambers, and are very accessible for removal as they are placed between the covers of the overhead valve gear on the top of the cylinder head.

Cooling arrangements reveal just the same degree of thoroughness that is evinced in all other details of the



(Above) The massive three-bearing crankshaft which is balanced statically and dynamically.

(Right) A glimpse of the front of the chassis with the radiator removed to show how the engine is mounted at a single point on a stout cross-member which also carries the radiator. The water-pump can also be seen in this view.



THE NEW 1,100 c.c. LAGONDA Contd.

axle, which is of the spiral-bevel type with a four-pinion bevel type differential. A three-quarter floating axle is used, whilst the hubs are mounted on special double-row ball bearings.

The chassis frame is a very straightforward affair consisting of two massive channel-section side members which taper towards the front and are dropped sharply in the centre to give a low floor level. They are tied together by no fewer than six cross members, all of them tubular, the two centre ones being 2½ ins. in diameter and dished to pass under the propeller shaft. At the extreme ends of the chassis the cross members are continued outwards to carry the semi-elliptic springs.

Negative-cambered Springs.

The suspension is interesting in that the springs are arranged to have a slight negative camber when the car is fully loaded; that is to say, they curve upwards slightly in the centre instead of downwards. Although this may give the uninitiated the impression that the springs are overloaded, this is far from the case, the whole idea being to reduce to an absolute minimum radial displacement of the axle when the springs are deflected, thus improving road holding and steering. Duplex Hartford shock absorbers are fitted all round.

In the matter of brakes, too, the Lagonda conforms with the very latest ideas, as the system used is the recently introduced Girling pattern. This has already been described at length in *The Light Car and Cyclecar*, but for the benefit of those who are not familiar with the design it may be mentioned that instead of normal cams being employed to operate the shoes, tapered pegs are used. These bear against rollers in contact with plungers which, in turn, bear against the brake shoes. When the brakes are applied, these pegs exert a wedging action on the plungers and force them outwards, so bringing the shoes into contact with the drums; the rollers, of course, are employed to reduce friction.

One of the prominent advantages of the scheme is that very light operation is obtained, whilst another is that the brake gear can be made quite light in weight as none of the rods has to withstand a twisting action, all of them being solely in tension.

The design, incidentally, gives full compensation, as the pedal is provided with a swinging link to give fore and aft balance, whilst compensation between each pair of wheels is obtained by a slightly flexible mounting for the bell cranks to which the transverse pull-rods are attached.

Neat Brake Adjustment.

The hand lever and pedal are interconnected, and adjustment is carried out on each wheel independently by means of an adjusting nut protruding through the back plate. These control tapered pegs, which have a similar action to those used to operate the shoes except, of course, that they serve to expand the opposite ends; moreover, the adjusting pegs have flats machined on them so that, under the pressure of the brake-shoe pull-off springs they cannot slacken off under the influence of vibration. The drums are very large, having an internal diameter of 13 ins.

Bishop cam steering is employed, and two interesting refinements are embodied in the layout. In the first place, the ball joints are of the Thompson

eccentric self-adjusting type, whilst in the second, the track rod and drag link are hollow and are filled with oil when assembled. This serves to lubricate the joints indefinitely so that no attention is required on the part of the owner. The steering column itself is well-raked and is adjustable, whilst a 17-in. spring-spoke steering wheel is fitted.

The electrical system is of Lucas manufacture, and is, of course, of the 12-volt pattern. A 63 amp-hour battery is used and is carried in a special cradle alongside the propeller shaft. Chromium-plated headlamps are used and are of the latest long-range type with 10-in. fronts.

The instrument board is a pleasing piece of work carrying a rev. counter, speedometer (both with 5-in. dials), ammeter, petrol gauge, Car-Thermo combined thermometer and oil-pressure gauge and a clock. In addition, there are, of course, the usual lighting switches and two fascia board lamps, together with a solenoid type starter switch.

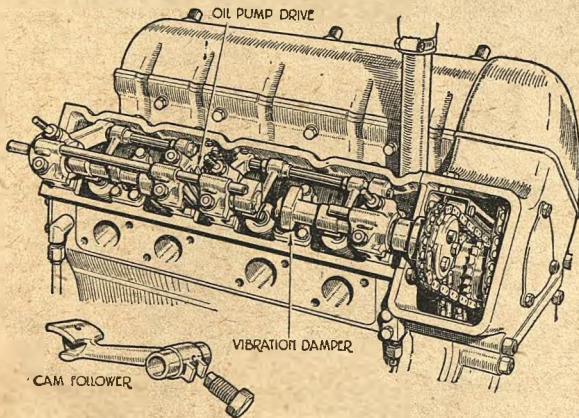
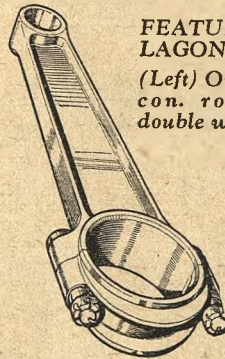
The Equipment.

Although the new Rapier Lagonda is to be supplied as a chassis only, generous equipment is included, the fittings supplied as standard comprising a five-lamp lighting set with a stop-light incorporated in the tail lamp, Lucas Alto horn, the switch of which is conveniently mounted, together with a dipping switch on a tower on the steering column, a full toolkit, quick-release filler caps for the radiator and petrol tank, bonnet clips, and a spare wheel and tyre. The road wheels, incidentally, are of the knock-off type, and are shod with 4.5-in. by 19-in. Fort Dunlop tyres.

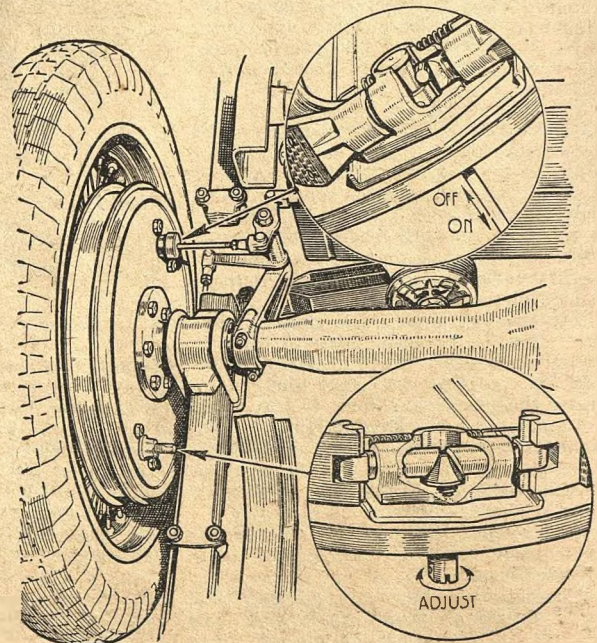
From these details it will be seen that the new Lagonda is a high-grade production which, although not freakish in any way, represents the very latest ideas in design. It will probably not be in full production until December, but we hope shortly to give our readers first-hand impressions of its behaviour on the road.

FEATURES OF THE LAGONDA RAPIER.

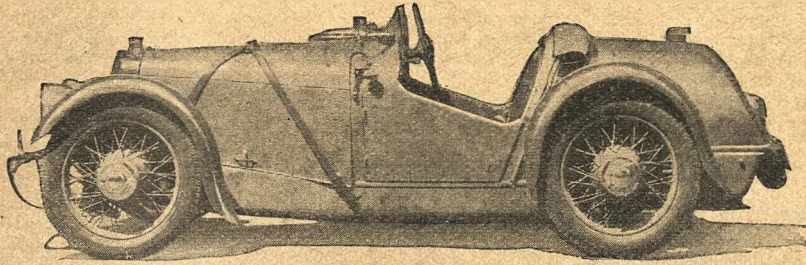
(Left) One of the sturdy con. rods; note the double webb on the cap.



(Above) Two overhead camshafts are used on the new Lagonda. This sketch shows how each is arranged and (inset) how the cam followers are located; when the locating bolt is slacked off, they can be slid to one side to give access to the adjusting shims. (Right) Details of the Girling brakes, the operation of which is explained in the text.



A NEW VALE MODEL for 1934



The Vale Special, which is being continued almost unchanged for 1934.

AN entirely new Vale model, to be known as the Vixen, will figure in the range of the Vale Motor Co. (London), Ltd., for 1934. This car will be a 1,100 c.c. job, and will be entirely independent of the Vale Special, which is being continued practically without change for the coming season.

The new Vale Vixen will have a specially tuned overhead-camshaft four-cylinder engine, the dimensions of which will bring it just within the 1,100 c.c. class, and a maximum speed of 85 m.p.h. is confidently anticipated by the makers. Moreover, the layout of the power unit will be so schemed that, if desired, a blower can readily be installed—in which case, of course, a maximum speed of well over 90 m.p.h. may be expected.

Full details of the engine cannot yet be disclosed, but it may be mentioned that it will have twin carburetters, magneto ignition, a full pressure system of lubrication and pump circulation for the cooling.

So far as the transmission is concerned, buyers will have the option of a four-speed silent-third synchromesh gearbox, in which a choice of four sets of ratios will be offered, or a self-changing gearbox equipped with a special servo clutch.

A particularly interesting feature of the chassis will be the steering. The column will be quite short, the box itself being mounted on the dash, transverse shafts then conveying the movement from the box to a separate drop arm and

IN BRIEF.

VALE SPECIAL.

ENGINE: Four cylinders, side valves, 56.5 mm. by 83 mm.—832 c.c.; tax, £8; three-bearing crankshaft.

TRANSMISSION: Single-plate clutch; four-speed silent-third gearbox; open propeller shaft and worm.

DIMENSIONS: Wheelbase, 7 ft.; front track, 3 ft. 10½ ins.; rear track, 3 ft. 7 ins.; overall length, 11 ft.; overall width, 4 ft. 7 ins.

PRICES: Two-seater model A, £195; two-seater model B, £210; Tourette, £225.

THE VALE MOTOR CO.
(LONDON), LTD.,
Portsdown Road, Maida Vale,
London, W.9.

drag link on each side of the chassis. In this way independent steering of each front wheel will be obtained.

The chassis frame will be underslung at the rear after the manner of the present Vale Special, whilst the same system of mounting for the semi-elliptic springs will be adopted; that is to say, they will be shackled at one end and free to slide in rollers at the other—an excellent system for lateral stability.

The new model will be produced as a two-seater, as an International sports four-seater (the coachwork in this case complying with the International Sporting Regulations), and as a drop-head coupé. In all probability the first of

1,100 c.c. "Vixen" in Addition to Present Vale Special Range

the new models will be completed towards the end of October.

So far as the Vale Special is concerned, this car is already fairly well known to our readers, and, although it has been in production for less than a year, it has definitely found a special niche for itself in the sporting small-car market. Actually, three models are made, these being the two-seater in standard and de luxe editions and the Tourette. The first two are identical in general design, but the de luxe type includes a large number of "extras," such as a Scintilla Vertex magneto (in place of coil ignition), remote gear control, specially powerful Bi-flex headlamps, fascia-board thermometer and so on.

The Tourette is, of course, a four-seater model and is also supplied with these special fittings.

Chassis Details.

The chassis has many interesting features. The power unit is actually a Triumph Super Eight engine specially adapted for the job, and hotted up in various respects such as raising the compression ratio, polishing the ports, lightening the flywheel and so on. The transmission is conventional, but the layout of the rest of the chassis has many noteworthy points; the frame, for example, is underslung at the rear and gives particularly low build, the steering is unusual in that the box is placed forward of the front axle, whilst the axle itself is a very stout, tubular affair.

It seems fair to assume that quite a lot will be heard of Vale products during 1934 for the Vale Special has already established itself, and the new model holds distinct promise.

THE FRAZER-NASH PROGRAMME

NO startling alterations are to be found in the range of Frazer-Nash cars for 1934, although the six-cylinder model which was introduced some time ago is now to be obtained with a new type of body distinctly longer than the T.T. Replica type.

It must be appreciated that the Frazer-Nash is a "hand-built" car, so that modifications and improvements can be carried out by the makers at any time without disturbing the normal production routine; in fact, the various models can be altered in several respects to meet customers' requirements. This being the case, the fact that no great changes are being made comes as no surprise.

The current range of types includes the six-cylinder model, either with the

new, long body at £595, or in T.T. Replica form; in the latter case prices range from £500, or £550 with de luxe equipment.

In addition, there is, of course, the ever-popular four-cylinder job with which Frazer-Nash Cars, Ltd., have built up their reputation for fine road performance. This model is available in various forms, the most popular being the T.T. Replica, the prices of which range from £445.

Both types of chassis have the well-known Frazer-Nash transmission, in which the power from the engine is conveyed via a plate clutch and short propeller shaft to a counter shaft, and thence by chains to the back axle. One chain is used for each gear, of course, and engagement is by means of dogs.

In the case of the "Six," the power unit used is a twin overhead camshaft job of 1,498 c.c., interesting features being the use of three S.U. carburetters, the fitting of a vibration damper at the front end of the crankshaft, and the use of 14 mm. plugs.

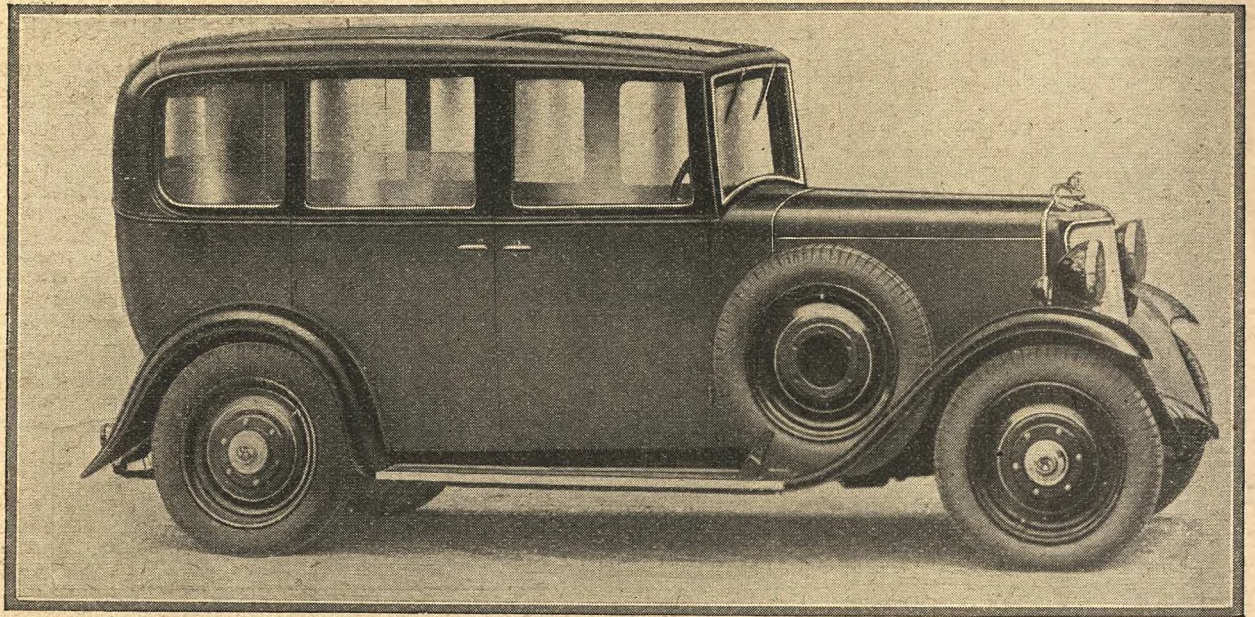
The four-cylinder model, on the other hand, can be obtained with either a side valve or push-rod o.h.v. engine, according to the purchaser's requirements, the capacity of the unit being 1,496 c.c.

During the past few years the four-cylinder model has attracted a very enthusiastic following of sporting drivers, and its fine performance both on road and track is too well known to need emphasis. The six-cylinder model bids fair to attract an equally enthusiastic following.

ARMSTRONG SIDDELEYS

TO REMAIN PRACTICALLY UNCHANGED—AND WHY

An Intimate Interview With an Official of the Company Discloses Interesting Points in Policy and Reveals the Secret that Lies Behind the A.S.



WE do not believe in making changes because a new season is before us. Our policy is to modify our products as and when it may, after careful consideration, appear to be necessary" remarked an official of Armstrong Siddeley Motors, Ltd., Coventry, when our representative visited the works to ascertain the company's plans for 1934.

He then went on to explain that ever since the inception of the range of Armstrong Siddeleys it has been the endeavour of the company to aim at the ideals of better cars, safer cars, cars easier to maintain, reliable and designed to operate at low running costs.

Ideals Approached Closely.

"In the 1933 range we have, in our opinion, and in the opinion of our customers, approached very close to those ideals," the speaker continued, "and that is why, for the coming season, the only noteworthy changes in the 'Twelve' are the introduction of a down-draught carburetter, which gives improved performance, a lower petrol consumption and greater accessibility, separate controls for the strangler, and slow running and a modification to the induction system by which a short riser with two insulating washers is fitted between the carburetter and the inlet passages."

"Will the bodies remain exactly the same?" we inquired.

"With small but important modifications, yes," was the reply. "One of our

The successful 1933 coachbuilt saloon upon which the models for 1934 have been based. The main alteration to the coachwork is a lower scuttle and bonnet line giving greater visibility.

aims, as I have said, is to provide safer motoring. We believe, in this connection, that good visibility is essential and that a driver should, amongst other things, command a clear view of the wings on both sides. We have, therefore, dropped the bonnet and scuttle line by 1½ ins., but the height of the car remains the same."

"Does this not tend to give the cars an 'old-fashioned' look—excellent as it may appear in theory?"

"You must judge for yourself," was the answer; and when we inspected one of the latest models on a subsequent tour of the works—of which more anon—we had to agree that our suspicions were unfounded. The secret lies in joining the base of the screen and the scuttle by means of a deep fillet. If anything, the appearance is distinctly improved.

"We tried a right-angle joint," said our informant with a wry smile, "and the effect was dreadful; but we think we're working on the right lines now. Talking of the bodywork, this is slightly more roomy on the new models, and we

have improved the instrument panel so that the dials may be more easily read."

"Another 'safer motoring' idea?" we ventured.

"Exactly," was the reply. "It is only a small point, but on which, as you know, ordinary owners regard as really important."

We turned to the mechanical aspect of the cars.

The Preselector.

"Are there any modifications in the preselector box?"

"None, except the employment of even more careful measures to ensure that every box is up to standard before it is passed on to the assembly line. You must remember that we pioneered the preselector and we have, therefore, many years of experience behind us. That is why we offer the preselector box found on Armstrong Siddeleys with every confidence, knowing that it will give no trouble, but will, on the contrary, reduce service and maintenance costs. We have proved by careful comparison that last year these costs were lower than they have ever been, and we are satisfied that they are far below the servicing costs of ordinary gearboxes and clutches. As an example of the confidence which is felt in our production, you may be interested to know that we are now fulfilling an Army order for five-speed preselector boxes to be used in light tanks.

"We believe," continued the speaker, "in an ample factor of safety in the

design of our boxes, if I can put it that way. To illustrate my point, you will recall that only a few days ago Mr. Whitney Straight scored a notable triumph in the Mont Ventoux hill-climb using one of our boxes in his 2½-litre racing car. Now the box we fitted was one of exactly the same type as that employed on the 15 h.p. Armstrong Siddeley."

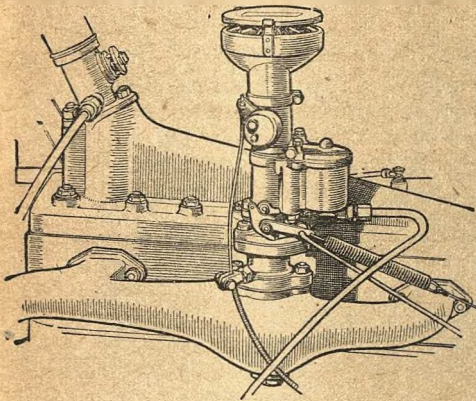
"You occupy a proud position in the sphere of aircraft so you can answer this next question with authority," we interrupted with a smile. "It is this. What effect, if any, does the aeroplane side of the business have on the design and production of the cars?"

"A very pronounced effect. You see, we definitely associate our aircraft work with the making of cars. For example, intense research on aircraft engines is going on all the time, and this is instantly applicable to car engines."

Prices Slightly "Up."

"Your prices are higher for next year?"

"Yes, £5 or so on the 12 h.p. models. Not a lot, you'll agree; and the value offered for the money is higher, too. The 'extra' equipment costs another £12 and includes D.W.S. jacks, a sliding roof, and so on. Talking of this extra outlay, do you know that over 90 per cent. of our customers last year went in for it? It's an interesting point.



This sketch shows the new induction arrangements on the "Twelve" for 1934. Mounted above a short riser is a down-draught carburettor which is designed to improve performance and give a lower petrol consumption. Separate controls for strangler and slow running are also incorporated.

"To sum up, then, we are offering the public an A.S. car that is made in the same factory as the A.S. aeroplane engines, a good looker, easy to run, easy to drive, cheap to maintain, and safe. But come with me and have a look at the shops."

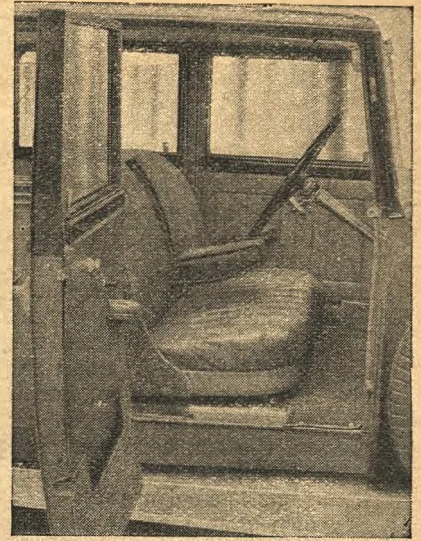
* * *

The tour lasted an hour and we came away with a lasting impression of organized industry on a huge scale—every machine working and a man to every machine. New machines of the latest kind take the place of "out-of-dates" directly the inefficiency of the older types is established, and every unit is treated as a vital link in the chain.

Engines mounted in rubber are familiar, but in the A.S. works they mount machinery in the same way. We saw the "bed" for a new grinding

machine, for example. Sheets of thick rubber were being wrapped round the concrete base—some 12 ft. square—and it rested on rubber, too. Concrete was being mixed ready to fill in the cavity between the rubber and the surrounding earth as we passed. We gathered that a rubber insulated grinder gives a smoother finish. We lived and learned!

A few minutes were spent inside the soundproof cubicle in which the pre-



Still further to increase driving comfort triple armrests are employed in the front compartment of the new "Twelve" sports saloon. The ordinary saloon for 1934 is slightly larger than the 1933 edition and also has an improved fascia board.

IN BRIEF.

ENGINE: Six cylinders, side valves, 56.5 mm. by 95.2 mm. = 1,434 c.c.; tax £12. Pump cooling, coil ignition, downdraught carburettor.

TRANSMISSION: Self-changing four-speed gearbox; ratios, 5.55, 8.07, 12.01 and 20.83 to 1; spiral bevel rear axle.

DIMENSIONS: Wheelbase, 8 ft. 9 ins.; track, 4 ft. 2 ins.; Overall length, 12 ft. 3 ins.; overall width, 5 ft. 3 ins.

PRICES: Coachbuilt saloon, £300; sports saloon, £315; open tourer, £295; folding head coupe, £345.

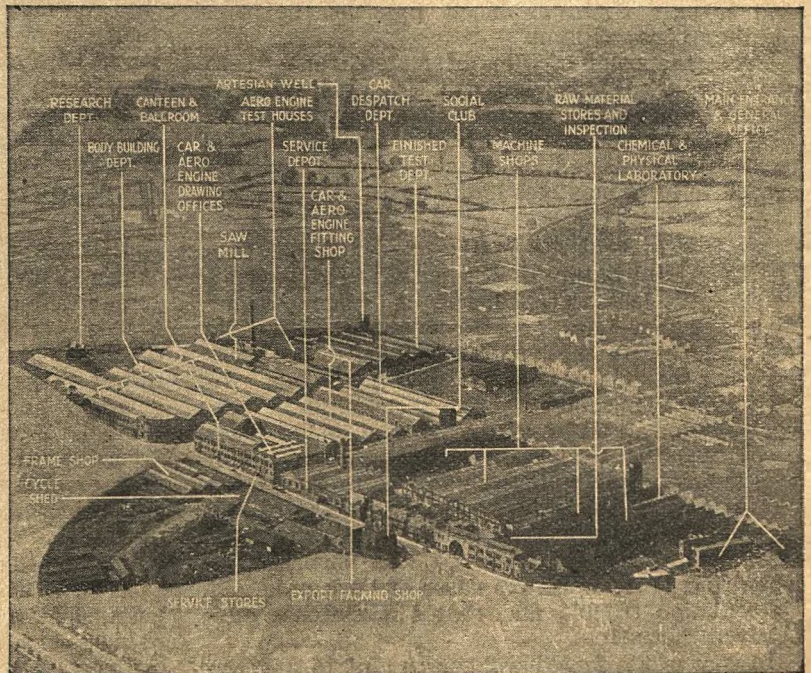
ARMSTRONG SIDDELEY MOTORS, LTD., COVENTRY.

selector boxes are tested for noise—it would be more correct, perhaps, to say tested for silence; and every box destined for the assembly line spends at least 15 minutes of its life in this Holy of Holies!

The examination of parts and materials necessitates another elaborate department. As an indication of the extraordinary care which is exercised

nowadays in the Armstrong Siddeley works, it may be mentioned that for the aeroplane engines even the split pins are "fitted" into the holes they will occupy. The same extremes are not necessary for car work, but men accustomed to measures like this get a kind of complex for accuracy and it is all reflected in the work they put in, and the respect they have for, car parts.

A wonderful factory. No wonder they know when they have got a good thing and refuse to alter it for 1934!



FROM THE AIR — A fine view that shows the extent of the Armstrong Siddeley factory at Coventry and how the various workshops, offices and so on are arranged.

RICH MIXTURE

South of the Thames.

NOTHING would please me more than to be able to help "P.4372," who asked in the correspondence columns whether I could provide a map showing how one can dodge across South London in the same way that it is now possible to skirt North London. Originally, I believe, it was intended that the road which we now know as the North Circular Road should make a complete ring round London, keeping some seven or eight miles from the heart of the city. Years ago, however, the southern semicircle ceased even to be discussed, and I imagine that the entire scheme has been dropped.

My own plan when travelling east to west or vice versa south of the Thames is either to keep close to the river or as far afield as the Crystal Palace, in which region a great deal of really excellent sign-posting has been carried out by the A.A. It is always a painful business for those of us who live north of London to endeavour to make our way about amongst the tram-lines and intricacies which lie to the south of the Thames.

Towards Better Street Lighting.

EVERYONE who drives much after dark must have been overjoyed when they read in their newspapers recently that a public lighting engineers' conference has been held and that the problem of lighting streets in a really satisfactory manner at last shows signs of being vigorously tackled. Already several useful ideas have been tried; including an electric lamp which contains no filaments. This lamp, by the way, is claimed to produce no glare or dazzle and to provide two and a half times as much light as the more familiar types of lamp.

From the point of view of motor traffic there are only two plans that can be safely followed towards improved street lighting, the first being to use lights which are powerful enough to show us even the smallest object on the road, and the second to have no street lights at all.

Mechanics in Khaki.

THE trivial nature of the majority of present-day roadside breakdowns is instanced by figures which have just been published by the A.A. relating to the assistance given to members by their patrols during the month of July. In all, 15,705 members suffered breakdowns of various kinds, and in only 2 per cent. of all these cases was the trouble so serious that a patrol was unable, after a little tinkering, to send them on their way rejoicing. Nearly 10,000 of the breakdowns concerned were associated with ignition, carburation or tyres. I was surprised to learn that there were 820 cases of back axle and transmission trouble and that 518 clutches misbehaved themselves.

In view of the fact that 2 per cent. of 15,705 (the number of breakdowns which baffled the mechanical ingenuity of the patrols) amounts to only 314, one feels that the A.A. road service has reached

an extremely high level. Fixing back axle, gear-box and clutch failures by the roadside during the grilling weather we experienced in July must have been very horrifying experiences!

Another 1½-litre Model.

I COMMENTED recently on the growing strength of the 1½-litre class, and now it has been still further augmented by Triumph's latest model. This 1,476 c.c. six has an engine closely resembling the familiar and popular Nine, and it created a great stir when it made its first appearance before a critical gathering of dealers at Newnham's showrooms at Hammersmith.

Mr. Maurice Newnham, who I learnt for the first time gained the D.F.C. during his service with the R.A.F. in the war, told me that he has the greatest confidence in the 1934 Triumphs, and believes that they possess what he describes as "that indefinable sales appeal." All the new Triumphs, by the way, have free-wheel transmission, which has come to be accepted as an almost essential adjunct to the specification of a 1934 model.

A New Slogan—"Better."

IN the trade Maurice Newnham has a reputation for being particularly far-sighted, and he upheld it at the function mentioned above by telling his audience that although there are plenty of folk who believe that the trade is continually growing, the reverse is really the case.

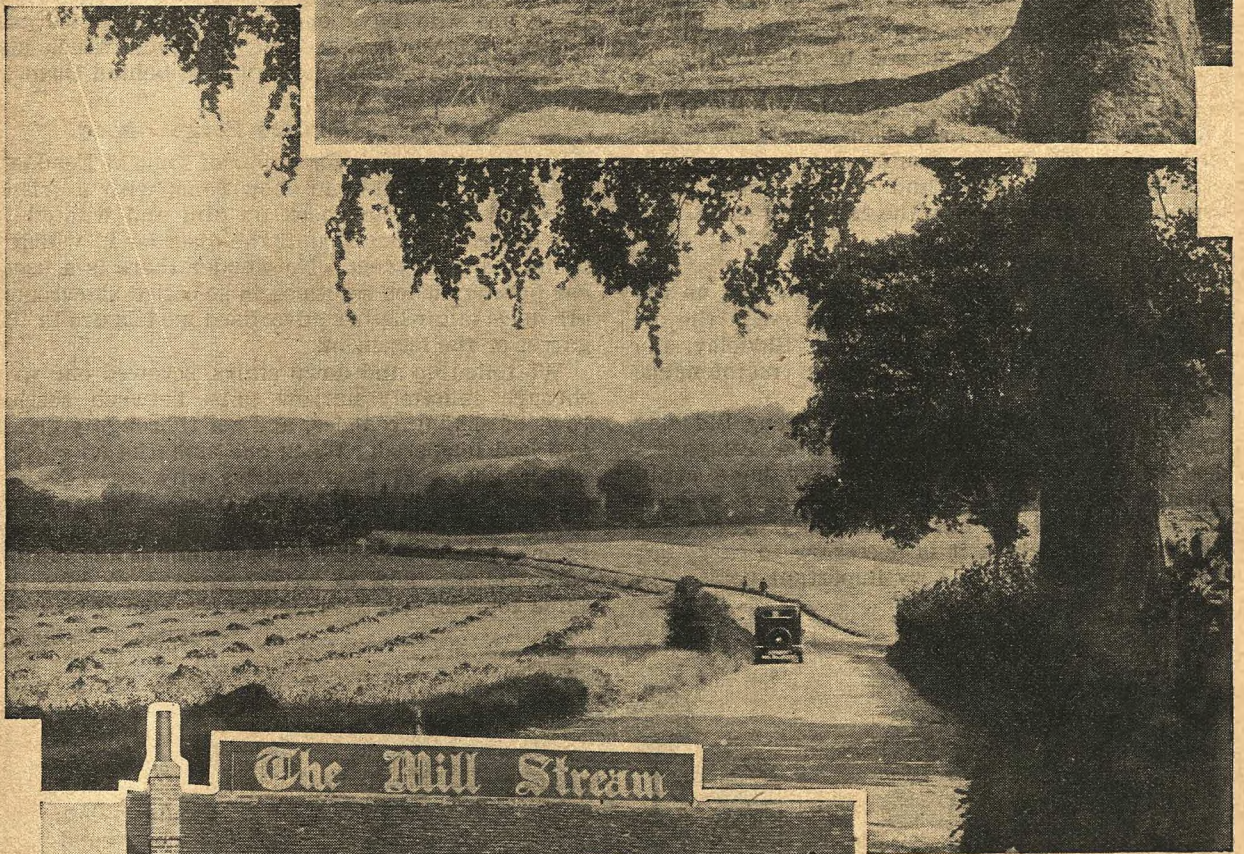
Mr. Newnham is concerned not with the number of cars which are sold, but with the turnover of cars in terms of £ s. d. He has looked into the matter and has found that the country's total turnover in new car sales has dropped compared with eight years ago. He believes, as I do, that prices have been cut too vigorously and that it would be a good move from the point of view of the public and the trade if the slogan for the next few years is not "cheaper" but "better."

Saturation Point?

THERE is still a feeling among the manufacturers that the more prices can be reduced the larger will be the market. In this belief there is stern common sense, but one must not lose sight of the fact that the number of people who can afford to pay the running costs of even the smallest and cheapest cars is very definitely limited. Maybe we are already not so very far from an artificial saturation point which has been created by heavy taxation.

It is possible that the way to increase sales during the next year or two will be to go in for better quality and higher prices. The bulk of sales will be made to men who are already in possession of a car, and it will be hard to get them to part with old and trusted models unless they are certain that the new ones are not only more attractive in matters of detail, appearance and comfort but in robustness, durability and solid worth.

Light Car
Comment
and
Advice
by
Focus



IN THE CHILTERNs.
The Bridgewater Arms at Little Gaddesden (seen in the top picture) is a Trust House very popular with motorists at week-ends. (Above) A landscape near Aldbury which is typical of the scenery in the Chilterns. (Left) Another popular rendezvous in the district, "The Mill Stream" at Amersham.

RICH MIXTURE Contd.

One-piece Cars of the Future.

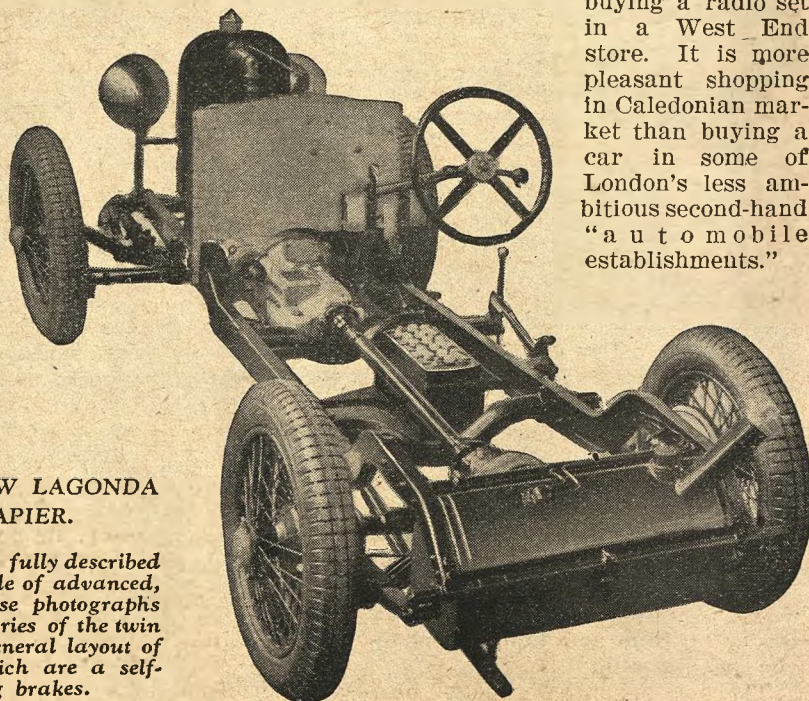
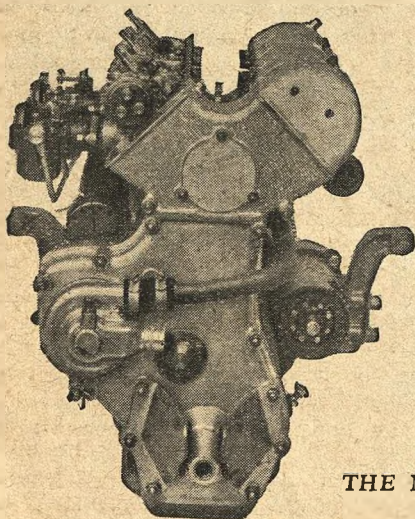
THE 1934 cars are going to be very much easier to wash and to keep clean than those that have gone before them. For this we must be grateful, but one cannot help viewing with a degree of suspicion the greatly increased acreage of sheet metal which swoops around the dumb-irons, rounding off the nooks and crannies and providing surfaces which will be easy to sponge and to leather. Maybe all this sheet metal has been properly rust-proofed, and is finished in an enduring manner. Let us hope so, at any rate.

Surely in these days when exposing any part of the chassis of a car is almost as disgraceful as it was to expose an ankle 30 years ago, there must be many designers who are feeling prompted to scrap the chassis frame and to build the chassis and body together as one unit. Lagonda's proved years ago that this method of construction is feasible, whilst many Continental cars, and notably the Lancia, have been built on these lines. The idea extends the promise of cruciform cross-members and other troublesome parts being capable of elimination and of cars being made very much lighter than is the case at present.

Hear, Hear! Sir John.

SIR JOHN SIDDELEY deserves a pat on the back for having worked so hard (with the co-operation of his son, Mr. Ernest Siddeley, the designer) towards cutting down maintenance worries.

In an announcement of the Armstrong Siddeley 1934 programme addressed to the company's dealers Sir John remarked: "We have again simplified the maintenance of our cars and by attention to detail have materially lengthened the periods at which it is necessary to carry out routine adjustments; a very important point with the owner-driver of to-day."



THE NEW LAGONDA RAPIET.

The new 1,100 c.c. Lagonda, which is fully described elsewhere in this issue, is a fine example of advanced, but not unconventional, design. These photographs show the arrangements of the auxiliaries of the twin overhead camshaft engine and the general layout of the compact chassis, features of which are a self-changing gearbox and Girling brakes.

Reversing Mishaps.

YOU will be able to wear your hat in nearly all the 1934 models. I have sat in most of them, and there are several inches more headroom than has been the fashion of late. The day of the slit-like windscreen and the roof which misses your bare pate only by an inch or two has definitely passed, and I am not at all sorry. Ultra-low cars look very nice (and never more so than when sneaking in and out of dense traffic), but when they have closed bodies they are often brutes to drive. One feels trapped in them, and I personally get devastating headaches.

Another good tendency is for rear windows to get wider. I look forward to a time when they will be as broad as the windscreen. Streamlining rather favours such a development, which would make an end of most of the familiar reversing mishaps. I wonder, by the way, how many drivers there are who have exceeded 100,000 miles and who have never knocked over a bicycle which has been standing against the kerb just behind them.

Why Some Dealers Forge Ahead.

LAST week I went for a tour of some of London's leading second-hand showrooms with a friend who had his cheque book on him and wanted to buy a car. I marvelled at the disorder in which I found many of them. No wonder there is a used-car problem when salesmen in so-called showrooms are uncertain whether advertised models are in the garret or the basement.

We toiled up and down stairs, screwed our way through infinitely narrow gaps between serried rows of shabby vehicles, and got thoroughly grimy and bad tempered. When one embarks on such a project one very soon realizes why some dealers forge ahead and others lag behind. The wise men of the trade remember that a customer with money to spend on a used car likes to find it in pleasant surroundings, and to have extended to him the same courtesy (flattery, if you like) as if he were

buying a radio set in a West End store. It is more pleasant shopping in Caledonian market than buying a car in some of London's less ambitious second-hand "a u t o m o b i l e establishments."

MIDLAND OFFICES:
 BIRMINGHAM: 61-65, New Street.
 'Phone: Midland 4117 (3 lines.)

COVENTRY: 6, Warwick Row.
 'Phone: Coventry 477a.

NORTHERN OFFICES:
 MANCHESTER: 274, Deansgate.
 'Phone: Blackfriars 5038-39.



TEMPLE PRESS LIMITED,
 5-15, Rosebery Avenue,
 London, E.C.1.
 Inland Telegrams - "Pressimus,
 Holb., London."
 Cables - "Pressimus, London."
 'Phone - - - Clerkenwell 6000
 (Private Exchange).

Managing Director:
 ROLAND E. DANGERFIELD

The Free-wheel Boom.

SEVERAL years ago we produced a special free-wheel number of this journal. It appeared at a time when free-wheeling was just beginning to capture the imagination of the public, but there was a good deal of prejudice which militated against its chances and we were laughed at for our pains. To-day the outlook is very different for 1934 models of which details have been disclosed indicate in no uncertain manner that, as we predicted, the free wheel is a coming thing. It will be found on a number of light cars for 1934 as a standard fitting—proof positive of the fact that manufacturers are now entirely satisfied as to its trustworthiness and desirability. It must be remembered that for the coming year "safer motoring" is the slogan which has been adopted; in the face of this no manufacturer would dare to introduce a feature upon which suspicion could be fastened. We emphasize this point because one of the greatest objections in the past was that far greater reliance had to be placed on the brakes when a free wheel was employed, and this, it was argued, tended away from safer motoring. Another criticism was that stalling one's engine was liable to get one into difficulties. The introduction of the Startix device removes even this difficulty, whilst brakes have improved to a degree which definitely rules out the first-named disadvantage. Thus the free wheel comes into its own, as we prophesied. Twelve months' universal usage will provide the acid test.

The Right to Camp.

THE holiday season which is drawing to a close has revealed many undesirable characteristics of camping. We have seen acres and acres in and around large seaside resorts literally under canvas and without proper sanitary arrangements, and we believed it inevitable that official action would be taken. This is all the harder on the enthusiastic and genuine camper because, in tent or caravan, he is always eager to preserve the amenities of the pastime and to do nothing which would lay him and kindred spirits open to criticism of any kind.

The evil has been wrought by folk of slender means who have seen in the tent the opportunity

"THE LIGHT CAR & CYCLECAR" WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND CYCLECARS, AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR OVER TWENTY YEARS.

NO CAR WITH AN ENGINE CAPACITY EXCEEDING 1,500 C.C. (1½ LITRES) COMES WITHIN THE SCOPE OF THIS JOURNAL, THAT CAPACITY BEING GENERALLY RECOGNIZED AND ACCEPTED AS THE LIMIT FOR A LIGHT CAR ENGINE.

Topics of the Day

to save the cost of even the cheapest boarding-house. We do not grudge them the saving they have effected, although in this connection it must not be forgotten that they have brought very bad times to the boarding-houses concerned. Arising out of all this it is stated that a Moveable Dwelling Bill is to be promoted in the autumn. To combat it—on reasonable grounds—the Central Committee on Camping Legislation will

take action. One of the main arguments which will be put forward is that the mobile camper, whatever his class or type, should not be robbed of the right to camp in rural areas for a limited period (say, 72 hours) without elaborate requirements as to water and sanitation, and without having to give notice to the local authority concerned.

The Monza Fatality.

THOSE who follow motor sport were stunned last Sunday when the news of the death of three of the world's best known drivers came through. The story of the tragic race is told on another page in this issue, and it only remains for us to express here our deep sympathy to those who have been left to mourn Campari, Borzacchini and Czaykowski. The Italian Aces have figured in the Ulster T.T., but the Frenchman made his debut in this country at Brooklands in last year's "500" and reappeared—to win the Empire Trophy—at the B.R.D.C. meeting in July this year.

Inevitably the whole question of motor racing has been reviewed, the pastime being condemned once again by those who see in it only an apparently useless sacrifice of life; but reasoned opinion points in another direction. It is not so long since we mourned the passing of four well-known Alpine climbers who gave their lives in the pastime they loved best; but who would say that, as a result, these hazardous ventures should be stopped? The moral of both this fatality and that which is so fresh in our minds is that no stone should be left unturned to make sure that, so far as the conditions permit, the element of danger shall be reduced to a minimum. Further comment on the Monza incident would be unwise in view of the fact that a full inquiry on this very point is to be instituted by the Italian authorities.

Practical Aspects

POLISHING AT 70,000 R.P.M.

Blowpipe Brazing—The Choice of Tools for
Repair Work—A Turbine-driven Grinder

THE brazing method that I mentioned last week, in which an oxy-acetylene blowpipe is used, has many special advantages. A stronger joint is produced, and as the heat is concentrated exactly where it is wanted there is far less risk of warping or distortion. Anyone who has carried out big brazing jobs with a blowlamp knows the great personal discomfort that can be caused. A hearthful of incandescent coke, with the job glowing in the middle and the blowlamp flame keeping things going, does not invite close approach; and yet one must bend right over it when running the brass.

So far as the operator is concerned, the oxy-acetylene method is quite cool. The brazing wire is known as Sifbronze; it is used with a special flux. Generally speaking, no greater skill is needed for "Sifbronzing" than for ordinary brazing, but the apparatus is rather more expensive.

The process can be operated quite successfully with oxy-coal gas, and in this case the cost of the acetylene cylinder and reducing valve is avoided. One needs, therefore, only the oxygen cylinder and valve, the blowpipe and a connection, through a suitable back-pressure valve, with the domestic coal gas supply.

All of the required apparatus can be obtained from the British Oxygen Co., Ltd., and will not be found so very much dearer than a really good blowlamp or a gas blowpipe outfit—certainly not when its convenience is taken into consideration. The B.O.C. also supplies Sifbronze and flux.

Brazing Hint.

One other point before we go off the subject of brazing: there is a kind of intermediate process known as silver soldering; it is similar to ordinary brazing with regard to method, but silver-solder melts at a lower temperature than standard brazing wire, and can therefore be used on copper or brass.

As the alloy contains silver, it is more expensive than brazing wire, but still quite cheap enough for regular use. A hint worth bearing in mind is that, when brazing wire shows a reluctance to flow into the joint—in spite of enough heat and plenty of flux—a small piece of silver-solder fed on with the flux will nearly always start the flow. It melts instantly, and, combining with the brass, carries it into the joint. I don't know why.

I spent an interesting hour or two at The Model Engineer Exhibition last week. This Show, held annually at the Horticultural Hall, London, is always worth a visit by those with a liking for things mechanical.

There are two classes of exhibit: models and the tools with which they

By "Shacklepin"

may be produced. Personally, I am more interested in the tools, but I vastly admire some of the model makers. Their products are marvels of craftsmanship.

The uninitiated may think that model-making tools are useless for motor work. That is by no means the case. Where metal has to be cut or shaped the same

I found many very suitable examples at the Exhibition; a full range, by various makers, was shown by Messrs. Buck and Ryan, 310-322, Euston Road, London. Drummond, Tyzack and other lathe makers had their own stands.

With regard to small tools, I found an immense variety on the stand of Messrs. Moore and Wright, Sheffield. This concern specializes in precision tools, such as micrometers, combination squares and so on. As a motorist, I was interested in a special form of feeler gauge provided with blades for checking valve clearances, plug gap and contact breaker settings. There are seven blades, three being for valve work; these have thicknesses of .004 in. for side inlet valves, .006 in. for side exhausts, and .0025 in. for overhead valves. Two contact-breaker blades, .015 in. and .012 in. respectively, are for coil and magneto settings, the plug gauge is .025 in. thick, and, finally, there is a blade for plug cleaning.

Another useful Moore and Wright feeler gauge is one designed for checking piston clearances in cylinders. The blades are long and narrow; they vary by half-thousandths from .0015 in. to .005 in.

Bearing scrapers, box spanners, cold chisels and punches are other lines produced by Moore and Wright. The chisels, by the way, are made of a new air-hardening nickel-chrome alloy steel. They can be resharpened with a smooth file, but are immensely tough for hard work.

High-speed Grinding.

We look upon 8,000 r.p.m. as something fairly phenomenal in engine speeds, but it does not seem much when compared with the revs. of the Desoutter compressed-air turbine-driven grinder.

This tool, on view at the Exhibition, runs up to the almost fantastic speed of 70,000 r.p.m. It is held in the hand—its weight is only 12½ oz.—and the compressed air is fed to it by a rubber tube. One holds the tool almost as one would a pen, and the grinding wheels are carried in a small chuck.

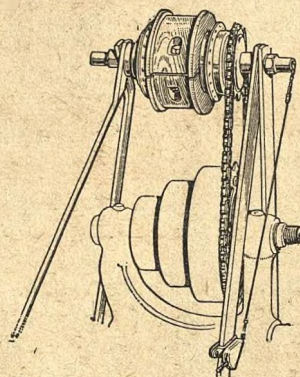
Of course, it is by no means intended for heavy work; its primary purpose is for special forms of tool or die making. But wouldn't it be marvellous for port and cylinder-head polishing? The ultra-high speed abrasive wheels leave a mirror finish on the work, and, of course, they cut like razors.

The turbine spindle is carried in a ball race at its upper end, but below, near the chuck, a plain bearing is used. This does not seize because it is of special metal and because, furthermore, the exhaust air from the turbine escapes past it, thus keeping it cool. Another advantage of leading out the air in this manner is that it blows away the grinding dust formed by the abrasive wheel.

The Week's Best Hint.

Lathe Driving Gear

OWNERS of lathes not normally provided with a back-gear can rig up a very effective substitute by using a three-speed cycle hub. A wooden split pulley is bolted round the hub and the assembly is mounted on brackets standing up from the lathe bed. The



hub sprocket is arranged to line up with a larger sprocket secured to the large cone pulley on the mandrel. Any convenient point can be chosen for mounting the control lever. The hub pulley must line up with one of the steps on the treadle drive and, of course, a separate long belt will be needed. The normal belt is slipped off when the reduction gear is in use. The arrangement can readily be adapted for power drive.

Half a guinea is offered for every hint published in this section.

tools are appropriate whether the part being made is for a model loco. or a car engine.

Where machine tools are concerned one may have to use larger sizes for car work, but few amateurs are likely to attempt making their own crankshafts. Thus, in the case of a lathe, one designed for model work will do excellently in the garage.

THE

1st, 2nd and 8th in the R.A.C. Tourist Trophy Race at Ulster, on August 20th, 1932.

MOST

2nd, 3rd and 4th in General Classification and 1st, 2nd and 3rd in Class G. in the B.R.D.C. 500 Miles Race, on September 24th, 1932.

SUCCESSFUL

1st, 4th, 5th, 6th, 7th, 8th, 9th and 10th in Class 3, winning the Ladies' Prize, Team Prize and three first-class awards in the Concours D'Elegance in the R.A.C. Rally at Hastings, on March 14th, 1933.

CAR

1st, 2nd, 3rd and 6th in the Small Car Class, winning the Ladies' Prize, 2nd Team Prize and two prizes in the coachwork competition in the Scottish Rally, on June 6th-9th, 1933.

IN

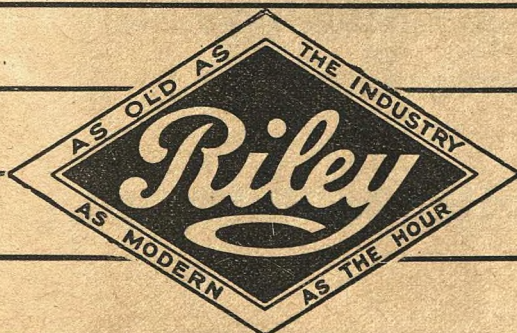
The first British Car to finish and 4th in General Classification in the 24-Hour Race at Le Mans, on June 17th and 18th, 1933.

THE

1st in the "Around the Houses" Race in the Isle of Man, on July 12th, 1933.

WORLD

1st in Group IV, 2nd and 3rd in Group V, Manufacturers' Team Prize Group IV and a Ladies' Cup, in the International Alpine Trial, August 1st-6th, 1933.



**MORE
SUCCESSFUL
THAN
EVER**

RILEY (Coventry) LTD., COVENTRY, and 42 NORTH AUDLEY ST., LONDON, W.1

Our new Programme

All our cars for 1934 will have a four-speed gearbox. This has always been a delight to handle and noted for its ease of change.

In conjunction with the Jowett special spring plate clutch gear-changing is child's play, and, very important, no additional complications are required.

The front aspect of our cars has been entirely re-designed and the new radiator and wings will, we are sure, appeal to you.

The "Kestrel" model offers a choice of either leather or moquette upholstery and a double wiper is fitted.

The bowed windscreen will also appeal.

There are many other details and improvements which we cannot set forth here.

Now we have an announcement to make that will not be without interest.

In spite of the rumours of increased prices we are reducing.

The 1933 "Kestrel" with four-speed gearbox was £180.

This year it is £175.

The standard saloon of last year with four-speed was £165.

It is now £160.

And so on through the range.

The high excellence of our materials is maintained and the 1934 Jowett will be better than ever.

Send for full details.

JOWETT CARS Ltd., IDLE, BRADFORD

SALE DURING SEPTEMBER

OF GUARANTEED LIGHT CARS

Don't delay—only two more weeks of this great sale! The examples of the value quoted in this list will convince you that this is undoubtedly a money-saving chance you must not miss. There are over 100 really reliable guaranteed light cars from which to choose—the largest selection in the country—and we offer you the definite advantage of free trial runs up to 200 miles. Our specially high part exchange allowances and Easy Terms over 12 or 18 months, plus the greatly reduced prices, still further simplify the buying, and our 3-MONTHS' WRITTEN GUARANTEE given with every bargain ensures your absolute satisfaction.

Although a personal visit is preferable, we can assure you of every satisfaction by post. If you live within 200 miles radius we will send any car you mention to give you a free trial run without obligation whatsoever on your part.

NAYLOR & ROOT

LTD

THE LEADING LIGHT CAR SPECIALISTS

25, EAST HILL, CLAPHAM JUNCTION, S.W.11
Open Weekdays 9 a.m. to 8 p.m. SUNDAYS 10 a.m. to 1 p.m.
Phone: BAttersea 5272 (7 lines).

A SELECTION FROM 100 BARGAINS.

1931 ROVER 10, Coachbuilt saloon, sun roof, very smart	£79
1930 TRIUMPH 7, Tickford saloon, sun roof, duo tone. Txd.	£69
1930 HUMBER, 9/28, C'built saloon, one owner. Taxed Dec.	£99
1930 RILEY 9, Monaco saloon, wire wheels, very clean	£98
1932 MORRIS Minor, s.v., 2-seater, duo tone, as new	£69
1931 SINGER 8, Daytona sports, 2-seater, super fast	£78
1930 M.G. Midget, 2-seater, large sump, good tyres, etc.	£72
1930 JOWETT, Long chassis saloon, 100% condition. Taxed	£68
1931 TRIUMPH Super 7, 2-seater, dickey, duo tone	£69
1932 MORRIS Minor, C'built saloon, sun roof, extras. Txd.	£75
1928 AMILCAR, Grand sports, Streamlined, 2-seater Red.	£75
1928 RILEY 9, Mark IV sports tourer, extras. Fast. Txd.	£68
1931 STANDARD Big 9, saloon, sun roof, wire wheels	£80
1930 MORRIS Minor, Arrow sports, 2-seater, extras. Fast	£59
1929 SWIFT 10, sports, 2-seater, wire wheels, extras, etc.	£42
1931 M.G. Midget, 2-seater, extras, tuned engine. Taxed	£89
1930 STANDARD 9, Avon sports, 2-seater, super smart. Txd.	£98
1931 SINGER 8, Coachbuilt saloon, sun roof, 4 speed, as new	£65
1931 JOWETT, Black Prince saloon, wire wheels. Taxed	£79
1930 SWIFT 10, sports saloon, cycle wings, fast car	£69
1930 STANDARD 9, sports coupe, sun roof, extras. Smart	£68
1932 TRIUMPH 7, Coachbuilt saloon, sun roof, wire wheels	£95
1931 AUSTIN, 12/6 Coachbuilt saloon, small mileage, etc.	£85
1929 M.G. Midget, 2-seater, several extras, very smart	£62
1929 RILEY 9, Monaco saloon, wire wheels, nice condition	£75
1930 TRIUMPH 7, 2-seater, dickey, duo tone, nice car	£59
1930 STANDARD 9, tourer, duo fawn, good tyres. Taxed	£59
1931 SINGER 10, coachbuilt saloon, sun roof, wire wheels	£72
1931 MORRIS Minor, s.v. coachbuilt saloon, sun roof. Taxed	£59
1929 JOWETT, short saloon, good tyres, very clean car	£42
1932 MORRIS Minor, special tourer. Very attractive	£78
1929 SINGER 8, Porlock sports, 2-seater, duo tone. Fast	£42
1932 MORRIS Minor, 5-cwt. Van, good tyres, very smart	£75
1932 M.G. Midget, sports 2-seater, small mileage. Taxed	£105
1932 STANDARD Little 9, saloon, sun roof, new condition	£100
1933 MORRIS Ten, de luxe saloon, sun roof, as brand new	£135
1932 JOWETT, long 4-door saloon, Blackbird model. Taxed	£119
1933 TRIUMPH 7, pillarless saloon, sun roof, as new. Taxed	£125
1930 RILEY 9, Monaco Mark IV saloon, sun roof, as new	£108
1932 STANDARD 9, Avon Special, 2-seater, as brand new	£115
1932 ROVER 10, special sports, 2-seater, extras, fast car	£109

COMPLETE BARGAIN LIST SENT POST FREE



PRICE 2/6 NET

of all bookstalls and booksellers.

Published by Temple Press Ltd.,
5/15, Rosebery Avenue, London, E.C.1.

12th EDITION



How to correct a skid

Safety hints for town driving

How to develop road sense

... Just a few of the helpful topics dealt with in "HOW TO DRIVE A CAR."

The results of a long driving experience with all types of car are embodied in this handbook. It is clearly written and fully illustrated, and covers the entire subject completely.

Have you bought your copy of the latest edition?

In these days of crowded roads, when driving demands a high degree of skill, "How to Drive a Car" is one of the most valuable motoring handbooks obtainable.

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

Technical Aspects

EXPLAINING A PARADOX

The Difference Between Useful Heat and Waste Heat in an Engine—Detonation and Expansion

By

L. MANTELL

I HAD a letter a few days ago from a man who complained of what he described as the mass of contradictions with which the technical principles of internal combustion are hedged about. "You judge," he says, "the dynamic value of a fuel by its thermal capacity. You stress the necessity of conserving to the utmost the heat produced by its combustion, and yet side by side with this injunction one reads how vital it is to keep the engine cool! Now, just what do you mean?"

Really, I must sympathize with this wail, for, on the face of it, it certainly does look like a meaningless contradiction, and I wonder how many there are, like my inquiring correspondent, who are also puzzled by heat-conserving and heat-dissipating warnings cheek by jowl with nary a word as to what kind of heat we want to conserve and what we want to get rid of. To tell them that it is the "waste" heat which must be got away conveys nothing, for the question immediately arises: "What is waste heat, and why?"

The point is generally regarded as of academic rather than of practical interest, but, on consideration, I am now inclined to think otherwise, for the principles of combustion-head design depend mainly thereon.

THE reason why such store is set upon the calorific or heat-producing and anti-knock values of fuels may be set out as follows:—

Compare gunpowder, dynamite and petrol. They all "explode," to use a popular term, but they do so very differently.

Gunpowder is a propellant explosive; that is to say, its ignition can scarcely be described as an explosion at all, but rather as a rapid combustion, for it spreads progressively through the mixture from molecule to molecule and, therefore, produces pressure sufficiently gradually to act as a push rather than as a blow; hence, it is said to be "propellant."

With dynamite it is different. Its combustion is practically instantaneous, or what is called "detonative," and, being therefore in the nature of a hammer blow, is of but little use as a propellant and is employed mainly for shattering purposes.

The combustion of petrol, however, although purely propellant at the commencement, is inclined to become detonative towards the end. It partakes, in fact, of the qualities of both gunpowder and dynamite; each in a mild form, of course. The former mode of burning, needless to say, is the one we want, and the latter is what we wish to prevent because it is useless for propellant purposes.

The great outstanding difference between gunpowder and petrol, however, is that, whereas the former generates a huge volume of permanent gas occupying many hundreds of times the original bulk of the "explosive," a petrol charge when burnt and cooled down again in a closed container occupies very little more than the original volume—only about 15 per cent., I think—while coal gas actually occupies less.

The driving effort, therefore, results only from the *temporary expansion due to the heat of combustion*. This is the keynote to the whole question, because, as we get our driving effort solely from that temporary heat expansion, and as the greater the heat the greater the expansion, it stands to reason that we must do all we can to preserve this heat during the combustion, and thus see that it swells, or tries to swell, the burning charge to the utmost, so producing a maximum driving effort.

THE question is—How are we going to prevent leakage, for the whole of the container—made up in this case of combustion head, cylinder and piston—is of metal, and therefore absorbs heat very quickly?

We obviously cannot, hence the enormous waste, for even the best production petrol engines are seldom of more than 25 per cent. or 28 per cent. thermal efficiency, much of which waste is accounted for by heat leakage.

What we *can* do, however, is to burn the greatest possible weight of live charge in a container which exposes the smallest possible surface area to the burning mass. That is why our power goes up directly with the compression ratio.

The mere fact of compression in itself is nothing; it is disadvantageous, in fact, because it involves negative or waste power in obtaining it. It is the resultant and relatively large weight of charge burning in contact with a relatively small area of leak surface that counts. If the expression "compression ratio" were changed to "charge concentrating factor," it would convey its real object much more significantly to the uninitiated.

We do not stop here, however, in our efforts to increase the ratio between the surface area and the charge weight. Compression is one step towards it, but the next step is the shape of the head. The ideal shape for the combustion space at the moment of ignition is a perfect sphere, because this offers geo-

metrically always the smallest area to the biggest cubic content; but reflect a moment. If we made such a shape it would mean that our bore/stroke ratio would have nearly to equal that of the compression.

Picture, for example, a light-car engine of 2½ ins. bore and, say, 12-to-1 compression, for there are plenty of them made for unsupercharged racing purposes. Now, this would require a stroke of almost 2 ft.! And remember that it would need also a crankshaft and con. rods! No; the spherical combustion head will certainly not do, will it?

Shaping a combustion head, in short, to get the minimum heat leakage and, at the same time, finding room for the valves requires a good deal more wangling than the average amateur ever dreams.

LET us return to the leakage question, however, as we must get this quite clear before going any farther. The object of a high ratio, I trust, will now be more comprehensible when regarded in the light of a charge concentrating factor than when merely viewed as compression, and I think the reason why additional measures must be taken to reduce the surface area should also now be clear. If so, the difference between usable and waste heat will be easy to see.

While the heat of combustion is still one of the entities, and therefore still *in* the burning charge, it is obviously doing its useful expansive work, but immediately it penetrates the containing surface it is lost and must be led away as quickly as possible, for otherwise it will become cumulative.

To put it graphically:—The combustion-head area—not the containing metal of the piston or head, be it noted, but the *area itself*—is where we welcome the heat—as much as we can get—and try to keep it there. The *total ensemble* of the containing surfaces is the open outlet gate via which we try to prevent it leaving by making the gate as small as possible because, unfortunately, we cannot shut it.

Outside the gate we have no time for heat because its main accomplishment is to expand whatever it is in contact with. Charge expansion is just what we want, but beyond the portal is metal which we definitely do not wish to be expanded, so immediately it escapes through into forbidden territory, where it is a nuisance, it is led off the premises as quickly as possible, either by an air stream or by the cooling water.

I hope my complaining correspondent will now see why our engines have the Scottish habit of requiring a "heater and a cooler" at the same time. I will tell him some more about this heat question next week.

SELDOM, I think, have the promoters of a big race been more successful in achieving all that they planned than in the case of the International Tourist Trophy Race which, under the able guidance of the R.A.C., was run off on September 2 over the famous Ards Circuit in Northern Ireland.

The weather was right, the entry savoured rather too much of one factory but produced the right type of vehicle, the race itself kept a record crowd on the tip-toe of excitement and Mr. Ramsay MacDonald was amongst those present.

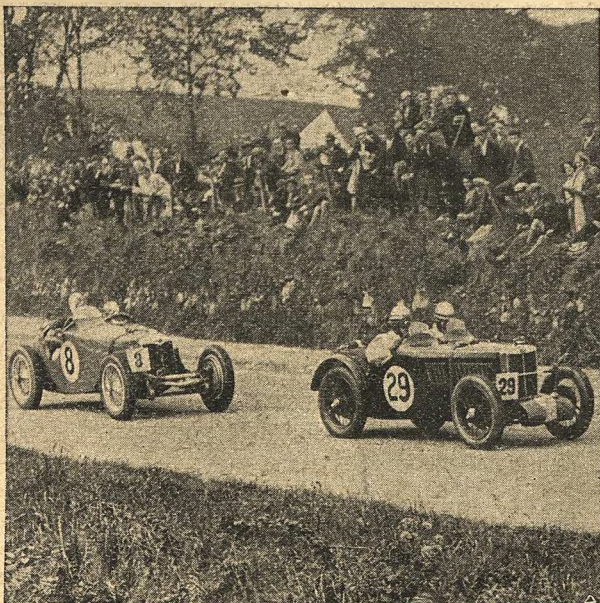
I have been fortunate enough to attend many big races, but I have never seen such real enthusiasm on the part of the spectators. It did one's heart good and made one wonder whether the apathy which is all too painfully obvious at other events is not caused by serving up the wrong fare.

Again, would there have been the same cheering crowds if the T.T. had been staged at Brooklands? Somehow I doubt it. I am not blaming Brooklands. I merely maintain that track events will never capture the magic atmosphere of a real road race: that, I am sure, is the case in a nutshell.

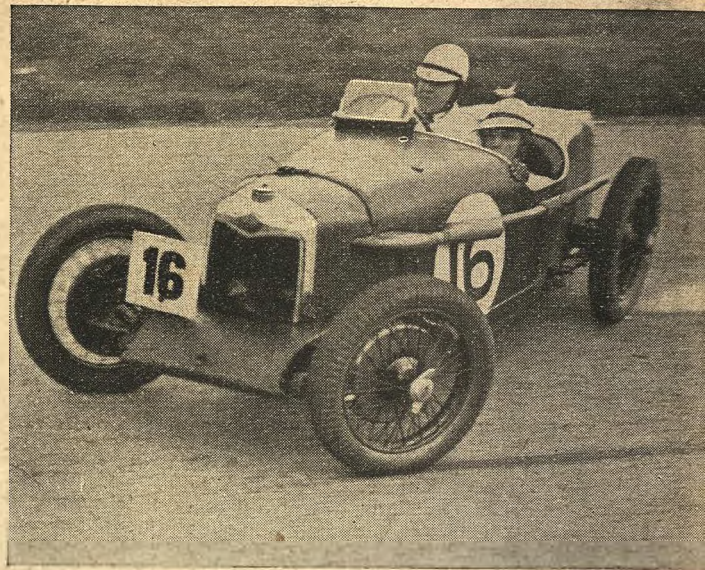
What did the Prime Minister really think of it all? I would give a lot to know the answer. It was a thousand pities that he had to leave before the whole thing had worked up to the crescendo of uncertainty which was revealed during the final stages.

Most folk thought that Hamilton would have been a certain winner but for the unfortunate drying up of his petrol tank; I am given to understand, however, that Nuvolari could have beaten him on the post by a matter of 10 seconds in any case; but that conclusion is arrived at by arithmetic and might have proved erroneous under the conditions which actually ruled round the course.

The fact that "Hammy" actually commenced to overhaul the Italian on the last lap led some folk to think that it was all "Hammy's" doing. Arithmetically, however (they argued) it would have been impossible unless the leader had slowed down, and this (they cogitated) he must most certainly have done believing (a) that there was no further need for hurry



An anxious moment: Whitcroft (Riley), travelling at about 75 m.p.h., is uncertain as to which side D. K. Mansell (M.G. Midget) will allow him to pass on Glen Hill.



NEARLY—AND ——— (Left) Dixon (Riley) almost QUITE! (Right) Mansell (M.G. Midget) seen just after the start.

REFLECTIONS

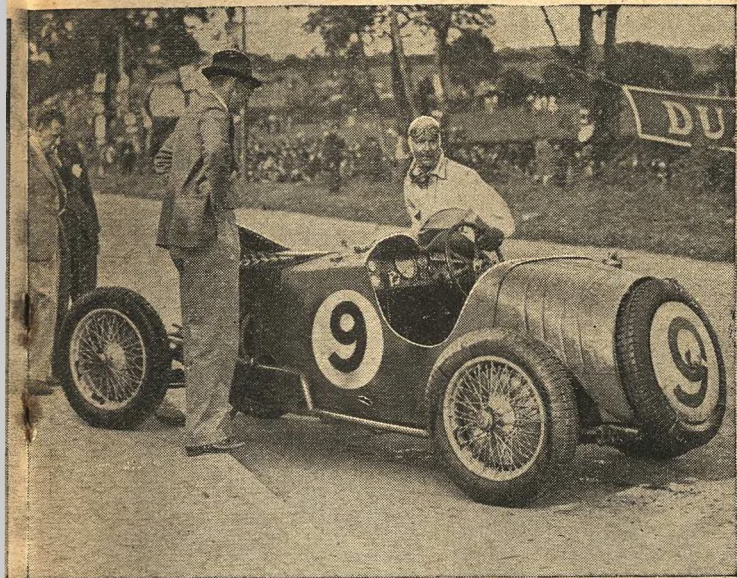
or (b) that as his petrol was getting low Providence had played into his hands by delaying his closest rival and therefore giving him the opportunity of easing the accelerator and nursing his supply.

It may have been (they further reflected) that the unofficial timekeepers round the circuit had misread their watches in the excitement of the moment or that Nuvolari had skidded . . .

The real reason was that Hugh McConnel, Nuvolari's race manager (who, incidentally, took the Italian under his wing from the time he arrived to the time he departed on the day after the race) signalled that Hamilton was at his pit as the driver of No. 17 sped past. Now Nuvolari had already learned from sounds peculiar to the Autopulse when it is working against a low head of petrol that his juice was running short, so he was only too relieved to find that he could slow down. And this he did. Then, casting a quick look back on the Comber straight (or thinking that he had overdone the slowing down business), he accelerated and drew away from Hamilton. Hamilton's last lap from a standing start, incidentally, must have been one of the most hectic rides ever "enjoyed" over the Ards circuit!

Soon after the start of the race I had to walk along the edge of the course to the top of Glen Hill. Now, on the straights, you can proceed with a certain amount of equanimity, but on the double S-bend you are between the devil and the deep sea. You *must* stick to the path, and inevitably you must reach a point where machine after machine comes whizzing by within a couple of feet at well over 100 miles an hour. It is an excellent test for the nerves, but one which there is no temptation to prolong unduly.

In this connection one must pay a high tribute to the courtesy and common sense of the police, who acted under the firm guidance of Sir Charles Wickham, the Inspector General. There wasn't a bully amongst them, and anyone who has travelled about a bit attending big races will know what I mean.



at roadside on at Quarry Corner and (right) Staniland
r his car had crashed into the kerb on the same bend.

ON THE T.T.

Great Race Held in Ire-
Comments—Personal
—Prompted by
T.T.

The scrutineering was great fun and deserves a mention because it is a part of the proceedings to which the public are seldom attracted even if they could find the time to attend or could gain admittance (which is doubtful). Catherwood's big garage in Donegall Road, Belfast, was the scene of operations.

At predetermined times the cars were paraded past the several tables over which presided the officials concerned with the particular point or points to be checked. It gave one the opportunity of taking sly peeps under bonnets and of chatting with the drivers themselves.

I shook hands with a very shy and retiring Nuvolari, a phlegmatic Dixon, an excitable Gillow—and the rest. Between whiles I vied with the said officials in demonstrating parlour tricks, the old one of making a ruler stick to the palm of the hand whilst the wrist of that hand is tightly clasped by the other hand going down quite well and mystifying not a few! (Perhaps you know it? You ought to!) The "amputated thumb" was demonstrated by another enthusiast with considerable effect, whilst Hudlass, the chief of the scrutineers, won much respect and, I believe, a number of odd coppers by asking folk to guess which was the larger of the two massive odd-shaped seat templates when in point of fact they were exactly the same size. The greatest trick of all was performed by one or two of his assistants, who really did manage to do up the buttons of the official overalls served out by the R.A.C.!

In the afternoon I surveyed the course in company with a colleague on the staff of *The Motor*, and Bryan de Grineau. At various points Bryan perched himself precariously on the luggage grid at the back of the car in order to obtain a "rough" of some well-known point like Newtownards Square. Immediately he set pencil to paper he was surrounded by a host of small boys, and neither his temper nor his work was improved when, on a falling gradient, my

colleague accidentally and suddenly let the hand brake off. To console him we took him to Donaghadee for tea and back along the coast via Bangor to Belfast, where he ordered a Sole à la Grand Central, which was at once the envy of the rest of the party, but, gastronomically, I suspected, the undoing of Bryan for the rest of the evening, since it had to be consumed in a hurry and without the reverent dilly-dallying that such a choice and comprehensive dish demands.

On the morning of the race we were lucky enough to get lost, for we had intended to make for the R.A.C. enclosure via Craigantlet. I say lucky enough because we found ourselves on the direct and much shorter route and suffered nothing worse than stern looks when we meekly asked whether we could continue to our destination. Getting back again in the evening was not so easy.

I came back in the "Ulster Prince," chartered by *The Motor*. The journey was characterized by a smooth sea, good company, and the unfailing courtesy of the officers on board this magnificent vessel.

Whilst some daring folk descended to the depths in order to examine the works, "The Blower" and I sat down solemnly in the clerk's office below deck to compare notes. "The Blower" could not get over the fact that he had overlooked the obvious necessity for a vessel having clerks, and mustn't it be jolly, so to speak, to come to business every morning on a boat.

In the mouth of the Mersey (after we had slept as well, or as badly, as we deserved) we ran into fog. A member of the party volunteered the information that one hoot from the siren meant this, two hoots meant that, three hoots meant the other, and four hoots clearly indicated that we were (a) out of control or (b) about to sink. Lots of folk counted the hoots with meticulous care!

And so, by a special and wonderfully comfortable train, to London, where the familiar atmosphere reminded one forcibly of reports yet to be completed, of the demands of the blockmaker and the printer, of the cheerful humdrum of everyday life.

The T.T. became a memory as we parted on the platform—but what a jolly one!

F.



Youthful enthusiasm: Earl Howe signing autograph books before the start of the race. Was there ever such a patient sportsman as the President of the British Racing Drivers' Club?



MAKE THE MOST OF SEPTEMBER

By
Arthur
Sharp

The Month That Has a Charm Entirely Its
Own, Being Neither Autumn Nor Summer

THE month of September is often one of the most delightful periods of the year. The intense heat of the summer is usually over, but its beauty of air and sky, of verdure and seaside freshness, remains. Everyone, in September, loves to be out and away. Now, when everything is tinged with mellow gold—on a day when blue sky and green earth seem alike melting away in one wide sea of flame—there is much to lure us to the highways and byways. Every hour that can be spent outdoors is precious during these days, when the oncoming of autumn can be detected in the scarlet of the creepers on cottage walls and woods are aflame with burning rust.

This is the time when one-day runs can be very enjoyable. A spin of fifty to a hundred miles out and home is frequently more satisfying than a much longer trip in the height of the holiday season when everywhere is crowded. And there is much that repays the motorist for his excursion into the countryside.

The hedgerows are adorned with fruits and berries; hips and haws, purple-black elder clusters, rowan with its coral fruit, and blackberries and dewberries, black and luscious, ripe for the picking. The mist-laden air of the September morning is fresh and exhilarating—"it tastes of autumn flowers and leaves, and has the rich scent of new-turned earth and moist pine woods. The countryside is drenched with dew, and hedges are

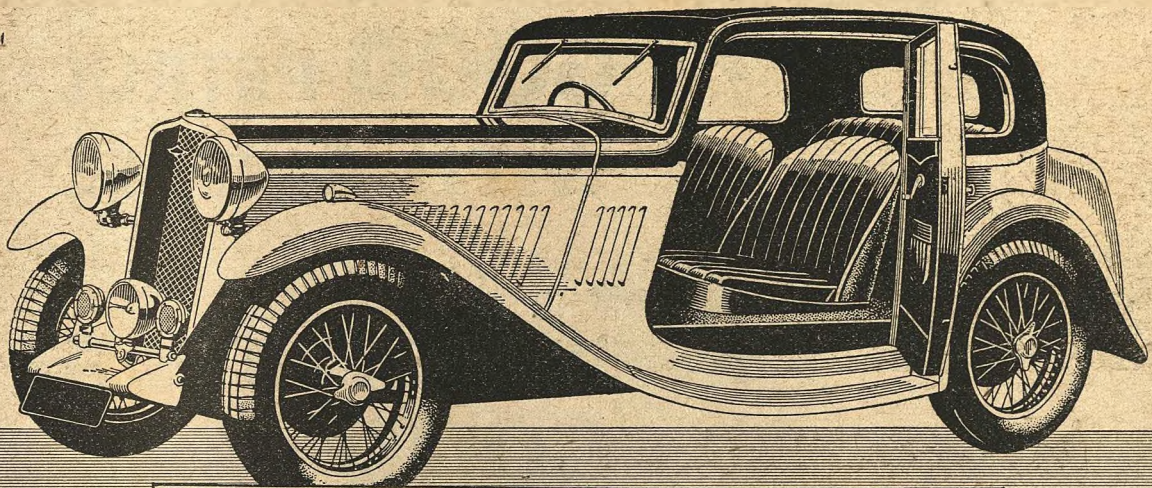
adorned with the silken threads and nets of innumerable spiders."

Taking one year with another, September is a period of singular charm, with an "atmosphere" peculiar to this season when Nature seems to halt for a space midway betwixt summer and autumn. Frequently this last month of the holiday season is the pleasantest, the days fine, clear and sunny; serene, but fresh. As James J. Cash says: "The fresh breeziness of the air seems to set all things tingling with life. There is the charm of the hills, the 'mild hollows and clear, heathy swells' which autumn has painted all brown and gold, whilst the trees whisper of change in every passing breeze. The coast is quiet and deserted, save for the gulls and oyster-catchers which clamour in the wind along the margin of the sea."

To add to the interest of your September runs one or two ideas may be suggested. There is, for example, a blackberry picnic in the warm sunshine on some furzy common, with linnets and goldfinches twittering around. Pack the picnic basket with a few sandwiches and delicacies, and take along a spirit stove, kettle and tea-set—or, if you prefer, take the tea ready-made in a flask, but keep the milk in a separate bottle—and make a long afternoon of it.

Don't omit to include one or two small baskets for the black, juicy fruits of the brambles, blackberries

EASIER CONTROL • GRACEFUL
 LINES GREATER COMFORT •
 BRILLIANT PERFORMANCE • UP
 -TO-THE-MINUTE EQUIPMENT



The 1934
SINGERS
 have them all!

Whatever you want in a car you'll find in a 1934 Singer. "Clutchless" gear changing . . . automatic starting . . . self-return direction indicators . . . feather-light steering—all the year's improvements in car design have been incorporated. And the new Singer coachwork is comparable

only with that of the most expensive cars on the market. Be sure to see the full range at your dealer's, and have a demonstration of the model most likely to appeal to you.

Prices from £162 10s. to £395

"1½-Litre" Sports Coupe £325

(as illustrated)

All prices ex works



"THE EASIEST GEAR CONTROL OF ALL"

SINGER & COMPANY LTD., COVENTRY

If you want to keep your engine "clean inside"

Buy - A **GOOD** PETROL WITH A NAME

Buy - A PETROL WITH A **GOOD** NAME

Buy - **REDLINE SUPER PETROL**



THE **GOOD** PETROL *with* THE **GOOD** NAME!

"The Top-Gear Spirit"

REDLINE-GLICO LTD., Head Office: WATERLOO HOUSE, HAYMARKET, LONDON, S.W.1.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

and dewberries; the latter luscious, big, and dusted with delicate bloom; or seek some quiet countryside where lanes intersect and criss-cross and the hedges are lined with blackberry bushes, where delicious fruit may be had for the picking. On a sun-bright September day such an outing can be most enjoyable, especially if you have kiddies—they will enjoy it, at any rate.

Evening in September, as you drive leisurely home, can be most pleasant. In the fields partridges, disturbed during the day by the shooting parties, are settling down to "jug" for the night, calling to each other "kessick, kessick, kessick." The pungent smoke of garden refuse burning in some wayside croft drifts on the air. The mist slowly curls up from the osier beds by a willow-margined mere. Flocks of starlings drift cloud-like across the valley. Lights appear in cottage windows and from crazy chimneys on red-tiled roofs the smoke rises straight up to the sky, telling promise of a fine day to-morrow. Dusk comes earlier each evening in September, and it is delightful to halt in the gloaming at some old village inn where hanging lamps send flickering squares of pale gold dancing on the green box hedges in the inn garden. Trivial joys these may seem to some, but how entrancing to lovers of the country.

Angling for Grayling.

Or, if you prefer to spend a day "on your own," and have a liking for a bit of sport with the fly-rod, what can surpass a bout with the beautiful grayling, now in their prime? One could tell of glorious hours spent by the sparkling stream in September, but you can doubtless imagine for yourself just how delightful it can be—the beauties of the autumn countryside, the lights and shadows on hills and distant moors; the carol of robins in the waterside trees mingling with the song of the river chuckling over its pebbly course; and pervading the fresh, clean air a fragrant autumnal scent of ripe apples in dewy orchards and the mossy smell of swampy hollows.

Grayling may be said to come into season along with the partridge, giving excellent sport at this period. The methods of fly-fishing for these thyme-scented fish are to all intents and purposes the same as you adopt for trouting; the usual single-handed slender fly-rod, reel, tapered line and tapered gut-cast are suitable. Flies for attracting grayling are generally tied on wee hooks, such standard patterns as Red Tag, Apple Green, Dun, Wickham, Blue-winged Olive, Witch, Brunton's Fancy, Bradshaw's Fancy, etc., being likely killers. On north-country streams the Pout Bloa is recommended, and in Derbyshire the local patterns known as "bumbles" and the Golden Earwig.

Grayling afford pretty sport. They are not quite so

difficult to woo as trout, but can be capricious and exacting on occasion, frequently bulging at one's flies without actually touching them. But there is much good fun in catching these elusive beauties, and a September day on the banks of some pretty river is an outing worth while.

In the South country the Kennet, Wylie, Nadder, Test, Itchen, Hampshire Avon, and other streams afford opportunities. Derbyshire, with the Derwent (tickets at Matlock, Darley Dale and Rowsley) and the Wye at Bakewell, the Dove at Hartington, and the Manifold at Ilam (Staffordshire) provide plenty of fishing centres for grayling anglers, whilst Yorkshire is par excellence a grayling country, with the Wharfe, Nidd, Yore, Costa, Swale, Derwent and other streams well stocked with these beautiful fish, and Herefordshire has some few grayling streams. The Teme at Tenbury (Worcs.) is specially regarded as a prime grayling water.

So away to the country for your September run; there is still a full fortnight for you to plan and enjoy it.



... when every-thing is tinged with mellow gold . . ."
The calm peace of September is well typified by these studies of Cowdray Park, near Midhurst, and the village of Eashing, in Surrey, with the sunlight falling softly on mellow brick and rolling grassland.





OUR READERS' OPINIONS

We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a *nom de plume*. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. Please write only on one side of the paper and leave a wide margin.

EXHAUST GAS FUMES

In your issue of September 1, "R.W.J." drew attention to an article by Mr. Mantell published some two or three years ago, which I also read. If my memory serves me, I believe Mr. Mantell's argument was not

Dr. A. H. Stuart's Views.

that a rich mixture was not produced when an engine was "over-run," but that the amount of petrol saved by preventing it (for example, by a free wheel) was quite insignificant. With *that* statement I would heartily agree.

It is a curious coincidence that "R.W.J.'s" letter appeared in the same issue as "Shacklepin's" contribution, in which he describes the explosive collapse of his vacuum gauge by the sudden closing of the throttle when his engine was accelerating in second gear.

I have made some extensive road tests with a vacuum gauge recording the depression at different points in the induction manifold under various driving conditions; some of the more interesting of the tests were published in this journal six years ago. There is no doubt whatever that the depression is high when the engine is "overrun," and as this acts on the pilot jet the mixture is likely to be at least as rich as in the case of an engine ticking over. I agree, however, that the *amount* of petrol is small; but so, also, is the amount of air.

"Banging" in the silencer is often caused by a slow-burning mixture in the cylinder and slow burning may be caused by the mixture being too rich or too weak.

Mr. John W. E. Wills is quite right in stating that manufacturers have done very little to solve the problem of these poisonous fumes entering closed cars. The so-called fume extractors merely remove the smell of hot oil from the sump. This smell may be unpleasant, but it does no real harm. If carbon monoxide had an odour like acetylene something would have to be done about it; but because it is odourless and colourless it is apt to be ignored.

I have formed the opinion that when fumes *do* enter a car the entrance is not so much due to leaky floorboards as to the effects of eddy currents produced in the rear of the car. That these exist we have ample evidence in the dust collected there, and while actual measurement on a car in motion is difficult, I have carried out measurements of the

air currents set up in the neighbourhood of the flywheel of a stationary engine and have been very much surprised both by their magnitude and direction.

"Focus" passes on the suggestion that exhaust pipes should be extended above roof level. This has long been the custom in the case of ambulance cars, and there would appear to be much in its favour. I can see only one snag. Exhaust gases contain a considerable proportion of water vapour and on cold mornings condensation is a quite common experience.

It is just possible that in some circumstances enough water would be condensed to form a water lock. In any case, water would collect at the lowest point, to be evaporated again as the engine warmed up. This would encourage corrosion at this point. It would be interesting to know whether ambulance cars have given any trouble of this nature.

A. H. STUART.

A Trojan Owner's Experiences

As the owner of a "fumeless" saloon car, I do not agree with the first part of Mr. J. W. E. Wills's letter as to the "apathy of manufacturers towards the prevention of exhaust fumes reaching the occupants," or his remark that "as yet no solution has been placed before us." The rear-engined Trojan, in my experience, is the solution so far as the occupants are concerned, as not only exhaust but also engine fumes are eliminated from the car interior. Also, if required in cold weather, one can heat the interior similarly to a house, by allowing air to pass through the warm radiator from the front of the car. This is controllable by means of a circular "vent" grille under the dash.

Previous to the Trojan, I owned a "baby" car which became a veritable "gas chamber" and one had to have "oily" heat, whether one wanted it or not! The Trojan deserves consideration for many other interesting features—the ease of access to the whole "works" in the rear "luggage" container—no crawling underneath to grease up—and simple maintenance (there are no sump, gearbox or back axle to drain and refill).

W. NEWMAN.

Power Loss in Cold Weather

I can fully endorse Mr. Mantell's experience of power loss in cold weather, and I have for years found that my winter and summer petrol consumption regularly varies by as much as 5 m.p.g., although I have a thermostat to help warm up the engine quickly.

An Extreme Case.

Possibly I am in a particularly good position to notice the difference made by cold and hot weather, because I live in a very hilly district and most of my motoring is short journeys, during which on cold days the "D" class lubricant in gearbox and back axle often never has time to liquefy, although I usually add engine oil to the former when topping up in winter.

One gradient close outside my lodge gate offers an interesting example of the braking effect of stiff transmission lubricant. It has a slope of, I suppose, about 1 in 12, and is

approached by a right-angled bend which precludes any attempt to rush it. With everything cold, my Riley will not look at it in third gear, and even if I first run the engine until it reaches 70 degrees C., at which she begins to pull properly, I cannot get more than about one-third of the way up before a change to second is necessary.

But if I take the slope at the end of a 10-mile run, when everything is thoroughly warm, and the lubricant in gearbox and back axle has thinned down, I can go round the bend at 15 m.p.h. in third and accelerate all the way until I am doing 25, or a bit more, at the top. I notice the same thing on other hills, and often there is a gear difference in summer and winter, simply because the thick oil in gearbox and back axle warms up so much more quickly in hot than in cold weather.

MARMADUKE.

YOU KNOW WAKEFIELD CASTROL IS THE BEST OIL

BUT DID YOU KNOW

- That Wakefield Castrol holds the Land Speed Record of 272 m.p.h. — the fifth time that Sir Malcolm Campbell has broken this record, each time using Castrol.
- That no other oil has ever exceeded 200 m.p.h. on land.
- That British machines used Wakefield Castrol to conquer Everest, the World's highest mountain—reaching an altitude of over 30,000 feet.
- That the Italians relied on Wakefield Castrol for the fastest speed ever—423 m.p.h.
- That the French chose it for the longest non-stop flight of over 5,600 miles.
- That it is the Product of an ALL-British Firm.
- That the Blue Riband of Motorcycling, the Senior T.T. Race, has been won 18 times in succession on Wakefield Castrol.
- That Wakefield Castrol is the fastest oil on Brooklands—the first motor-racing track in the World.
- That Wakefield Castrol is recommended by Rolls Royce Ltd., makers of the World's Best Car.
- That 39 out of the 43 British Motor Manufacturers advise you to use Wakefield Castrol.
- So do 43 out of the 47 British motorcycle manufacturers.

M.G. MAGNETTE WINS ULSTER T.T. AT RECORD SPEED

SEPTEMBER 2, 1933



1ST

T. NUVOLARI

M.G. MAGNETTE

Average Speed 78.65 m.p.h.

2ND

H. C. HAMILTON

M.G. MIDGET

Average Speed 73.46 m.p.h.

Also **4TH** and **7TH** in the Race.

1ST IN CLASS 7. 1,100 c.c.

RECORD LAP, Class 7, 1,100 c.c.

T. NUVOLARI

M.G. MAGNETTE - 81.24 m.p.h.

1ST IN CLASS 8. 750 c.c.

RECORD LAP, Class 8, 750 c.c.

H. C. HAMILTON

M.G. MIDGET - - 78.65 m.p.h.

(Subject to Official Confirmation.)

THE CAR WITH THE RACING PEDIGREE

Issued by the Publicity Department of the M.G. Car Company Limited, Abingdon-on-Thames, Berkshire

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted

OUR READERS' OPINIONS Contd.

An M.G. Midget—

An M.G. Midget hardly seems the sort of car one would choose for colonial conditions, yet I kept mine out in Australia when I was on a sugar plantation. It had a very hard time, sometimes having to go through country that had no roads at all. The engine never seemed to get over-heated, and the tyres, which were Pirelli, are as good as ever after 15,000 miles of this very hard usage. The short wheelbase made up for the low clearance and the car was never stuck on any ruts. There were only two or three other M.G.s in Australia, though several people round



G. H. Gordon's M.G. Midget travelling through a sugar plantation in Queensland. (See accompanying letter.)

the big cities out there are becoming more interested in them ever since a few Midgets arrived.

My car is going as well as ever; I bought it in 1930 and it is as good as at first, having arrived back in England again. Before it went to Australia, it had been all over the Swiss Alps and across France, and in spite of a few minor breakdowns it has always managed to carry me home. G. H. GORDON.

Tithe Barns.

In view of the present interest in tithes and the collection of them, I feel that a few notes on the subject of tithe barns may be of interest to your readers. Tithe barns are to be found in many farms all over the countryside and are beautiful and interesting relics of the past life of England.

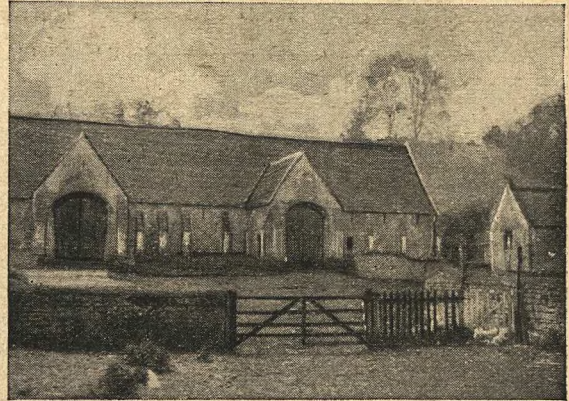
Picturesque and Interesting Survivals of the Past. Always substantially built as well as picturesque, they never fail to arouse much interest—mainly because they are connected with certain pages in England's social story that have been complex and troubled—those connected with the question of payment of tithes to the church.

The barns were used in the past for the storing of produce in kind, which was given in payment of tithes to the church, a tenth of the value of all produce of the land being levied on the farmer in payment. All this was prior to 1835, in which year Parliament arranged a fixed charge for tithe, based on the average price of corn over seven years. This held good until 1925, when Parliament stabilised tithe

as a fixed charge. Since then prices have crashed and tithe paying has become an impossible burden in some cases.

The illustration (reproduced herewith) is of a barn at Bradford-on-Avon (Wilts). It is a glorious old structure, picturesque and mellowed with years. Bradford-on-Avon is a storehouse of mediæval and even pre-mediæval treasures, the old barn being only one of many valuable and interesting antiquities to be found there.

There is an even more lovely tithe barn at Preston Plucknett, near Yeovil, in Somerset, and it is adjacent to one of the most lovely old farmhouses in the country, in which some old Abbey buildings have been incorporated with the house. There is also one at Wick Farm, Lacock (Wilts), and at



An old tithe barn at Bradford-on-Avon, Wilts. (See letter from Mrs. G. Bunting.)

Abbotsbury on the Dorset coast. This was originally an old monastic barn. At North Sheen the tithe barn is now used as a church, whilst there are further examples at Tisbury and at Easton Lodge, Essex. GERTRUDE BUNTING.

Oil Radiators

I noticed in the issue of *The Light Car and Cyclecar* for August 13 some remarks made by your contributor "Shacklepin" on the subject of oil cooling and oil radiators.

It might interest your readers to know that in April and May, 1932, an oil radiator designed by the writer was made by the West Coast Motor Co., Ltd., of Liverpool, and fitted to an M.G. Midget. Various experiments were tried and it was found that unless a separate pump was used, the best method was in by-passing the oil, as in certain types of oil filter.

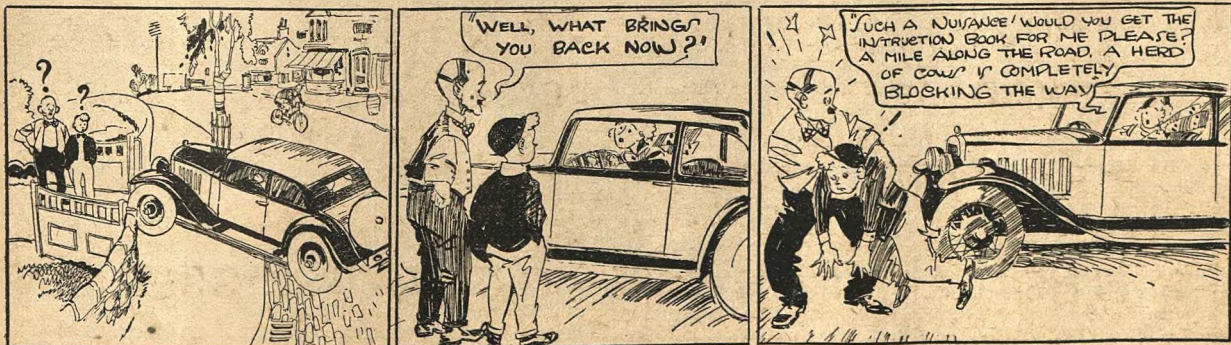
With the assistance and co-operation of my co-patentee, further experiments were completed during the current year, rendering the cooler adaptable to almost all designs of car engines, whereas the original cooler was suitable to but a few selected types.

I am now glad to say that the provisional patent application has been accepted for the improved design and inquiries are being made for manufacturers.

In conclusion, I and my co-patentee would be glad to hear from anyone to whom the question of oil temperature regulation is of interest. P.H.

POP, PIP AND PANSY

Pansy Finds That an Instruction Book—



—is sometimes rather useful in an emergency.

OUR READERS' OPINIONS Contd.

Those Electrical Troubles.

In March, 1930, I purchased, against the advice of all my motoring friends, a well-known small car. I was told it would never pull a load of four to five passengers. I was warned of endless back-axle trouble,

A Tale of Petty Faults. engine trouble, clutch trouble, and, in fact, all kinds of trouble but electrical trouble. The sceptics were all wrong.

The engine pulled with the unabated vigour of a "twenty." The back axle might never have existed, and the clutch was, and remained, as sweet as a nut. There is always a "but," however, and the "but" in this case was the electrical equipment.

Trouble started when the car was a month old. The battery sprang a leak and the acid spoiled a large portion of our spotless new running board. The electrical equipment manufacturers replaced the battery with a second-hand, re-plated affair in a mutilated looking case. Many other faults developed. The self-starter worked so seldom that I never tried to use it even if the engine stalled in traffic. The battery soon showed signs of not holding its charge. By dismantling and washing out I avoided the expenditure of about £5 in service work.

In every other respect, however, the car behaved very well indeed, so in the fullness of time I purchased its 1933 successor. The engine of my new treasure would have pulled the earlier model backwards. The car was much faster, the four-speed gearbox ideal, and the clutch a dream. The

brakes, too, were much improved. Again, however, the "but" must spoil an otherwise perfect tale.

The electrical equipment started the ball rolling when a side-lamp wire earthed and burned out a whole lot of wiring. The condenser of the coil ignition next gave up and burnt out the contact points. These were replaced by the service agents. Before eight months had elapsed a cell in the battery became faulty.

Now from what I have written one might think I am careless with my car. Such is not the case. The battery is kept topped up and its specific gravity maintained. Over-charging is avoided and no long night journeys are undertaken. A dozen motoring friends owning different makes of car have had the same endless trouble with their electrical equipment. Surely manufacturers must realize something of this state of affairs and the dissatisfaction it causes.

D. S. McILHAGGER.

READERS' WANTS

Readers, wishing to have their "Wants" published in this column, must append their names and addresses for publication. No replies can be received "c/o The Editor."

STANDARD.—An instruction book for the 1929 9 h.p. model.—J. H. Braine, Dunster, 67, Ferndale Road, Gravesend.

MORRIS MINOR.—An instruction book for the 1929 o.h.v. model.—E. Clegg, 3, Egypt Road, Oxford Street, Liverpool.

B.S.A.—Readers' experiences of the family three-wheeler, with especial regard to freedom from rolling, road-holding and performance.—A. S. White, 21, Culverden Road, Balham, London, S.W.12.

Questions Asked and Answered

Queries of general interest will be answered under this heading, but a stamped, addressed envelope must be enclosed for a reply by post.

Steering Backlash.—L.O. (Glasgow).—A small amount of play in the steering gear is quite usual and need not cause you any alarm. The free movement of the steering wheel should not, however, exceed about 1½ ins. at the rim; if it does, the reduction box and the various ball joints and so forth should be examined and wear taken up.

Repainting Aluminium Number Plates.—B.O. (Bath).—If your number plates are of the aluminium type with raised letters, repainting is a very easy business. Simply go quickly over the background, not troubling if the brush overlaps the edges of the letters; then, before the finish has time to dry, carefully wipe the letters clean with a rag moistened in a suitable solvent—petrol or turpentine will do for enamel, and cellulose thinners can be used for cellulose. Incidentally, a non-fluffy rag should be used.

Date of Manufacture.—M.A. (Scarborough).—If it is important to know the exact date your car was manufactured, the best policy is to write to the makers, giving the engine and chassis numbers, when they will probably be able to tell you precisely when it left the works. The registration book will not necessarily help, as the car may have been in stock in an agent's showrooms for some months before it was first sold and licensed, and the book, of course, merely gives the year of manufacture and the date on which the first licence was taken out.

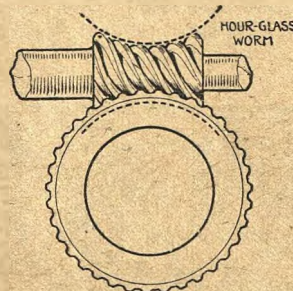
Flickering Lamp.—J.A. (Cardiff).—There are many possible causes of a headlamp flickering, the most likely of which are: a frayed lead chafing on some metal part of the car and causing a short circuit, a loose or corroded connection either at the junction box or in the lamp itself, a bulb which is a loose fit in its holder, a faulty bulb in which the glass is loose in the brass cap or a lead in which the wire is broken inside the insulation. The last-mentioned fault is often very difficult to detect as the lead generally looks quite sound externally, but as the defect is liable to occur only where the lead is taken round a sharp angle, a little careful examination of the wiring will generally reveal the fault.

Girling Brakes.—J.H.M. (Worcester).—The Girling braking system was fully described in our issue of November 4, 1932. Unfortunately, however, this issue is now out of print.

J.C.C. 200-Mile Race.—M.P. (Charlton, London, S.E.).—The J.C.C. 200-Mile Race was held eight times altogether—from 1921 to 1928. The 1921 race was won by three Talbot-Darracq cars, driven by Segrave, Lee Guinness and Campbell.

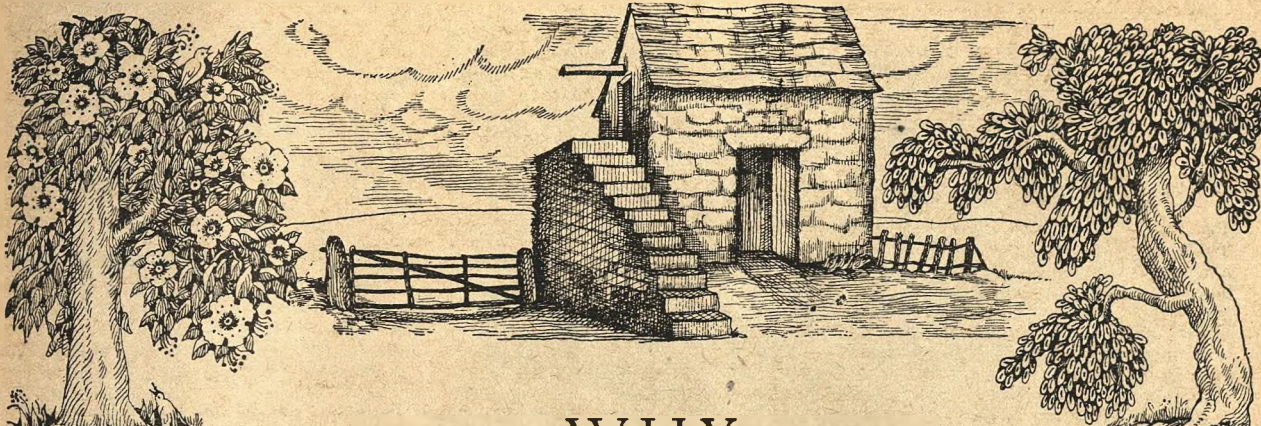
Cracked Battery Case.—M.N. (Dagenham).—If a crack in the case of your battery is only a small one, we suggest that you try the effect of smearing Durofix liberally over the spot concerned; this appears to withstand the effect of the acid quite satisfactorily, and will probably cure the slight leak quite effectively.

Brake-rod Rattle.—F.S. (Minehead).—Probably the best method of overcoming the annoying rattle which is caused by the brake rods of your car whipping and coming into contact with the chassis cross-member is to fit a felt pad on the latter. In all probability you will find it possible to wire the pad in position, in which case the job will be quite easy to carry out.



A diagrammatic sketch of an hour-glass worm, showing how a greater area of thread in contact with the worm wheel is obtained. (See reply to "H.J." below.)

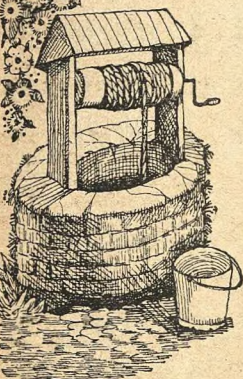
Hour-glass Worm.—H.J. (London, S.W.).—An hour-glass worm differs from the normal type in that its diameter is not constant but is greater at the ends, the change being gradual and arranged to coincide with the arc of the worm wheel with which it is in contact. The advantage of the scheme is, of course, that the area of thread in contact with the worm wheel is considerably greater, so that the driving load is distributed.



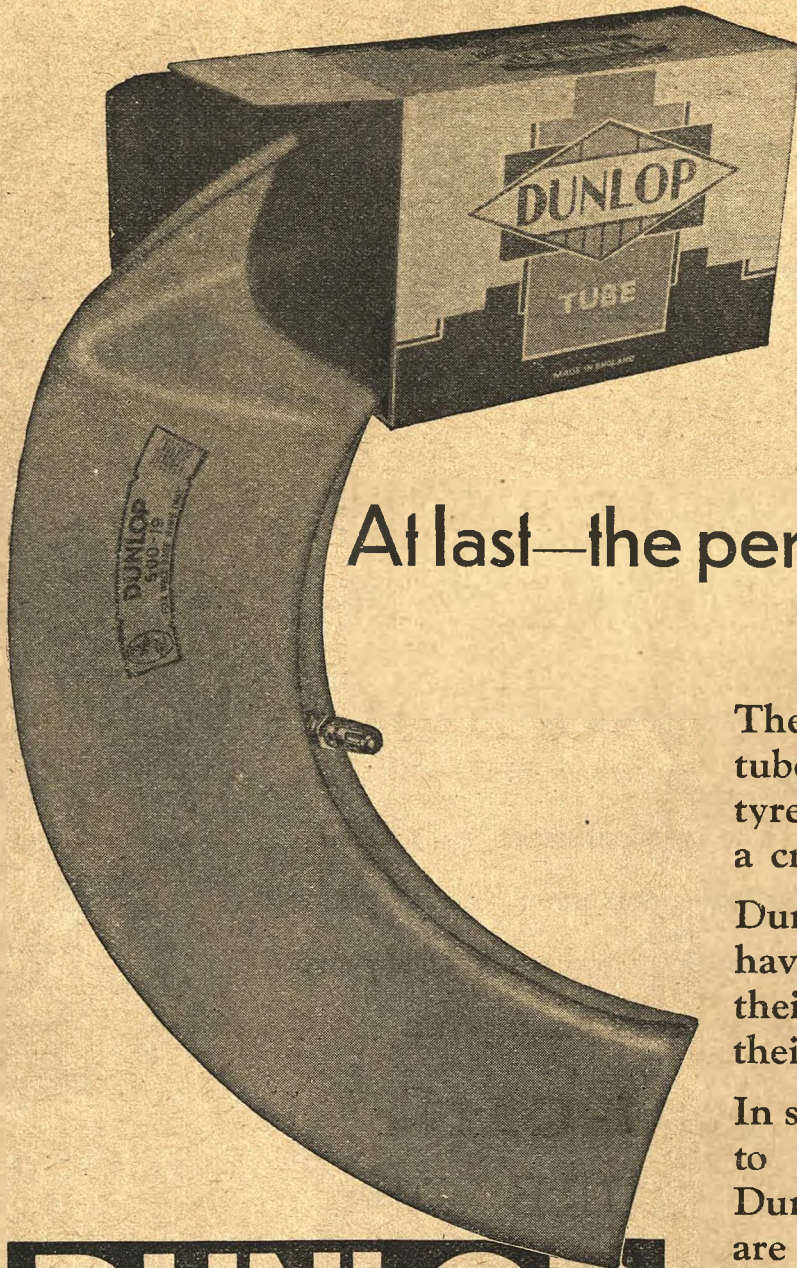
WHY "SHELL" PUMPS PREDOMINATE

Garage proprietors naturally install only those pumps from which they get the best sales. The predominance of "Shell" pumps indicates that more "Shell" petrol is demanded on the roads than of any two other brands put together.

YOU CAN BE SURE OF SHELL



FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



The Mould of Form

At last—the perfectly moulded
inner tube

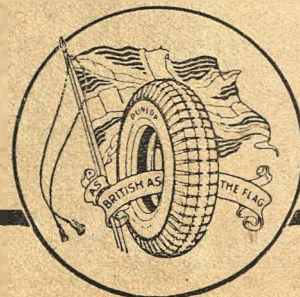
The new moulded inner tubes by Dunlop fit the tyre and wheel without a crease or wrinkle.

Dunlop moulded tubes have no joints to spoil their shape or destroy their balance.

In strength and resistance to tearing and ageing Dunlop moulded tubes are supreme. They cost no more than ordinary tubes.

DUNLOP

**MOULDED
INNER TUBES**
fashioned to fit



Dunlop Rubber Co. Ltd., Fort Dunlop, Birmingham.
Branches throughout the World.

SO to-morrow we have the big event of the B.R.D.C. calendar, the Brooklands 500-Mile Race, with the very excellent entry of 38 cars. Again the bulk of the entry is composed of light cars, for only six are over 1,500 c.c. Full particulars will be found elsewhere in this issue, so it will suffice to say that the pace will be fast and furious, as handicaps are higher than ever, and that this event marks the return to racing of several drivers who have been absent too long from the game.

* * *

THE Light Car Club is to be congratulated on its latest issue of *Sidelights*, which embodies what might be described as a pictorial supplement of the Relay Race. The club's Buxton Trial takes place on Sunday (September 17), and I gather that a highly satisfactory entry has been received for this event, which takes in all the real he-man acclivities of the Peak District.

First-class awards will be really worthy of their winning, for they entail absolutely clean climbs of all the hills. I am also informed that where some of these have not proved unduly tricky in the past, a little skilful manoeuvring of the precise position of the observed sections has gone far to remedy this defect.

An excellent feature is that the trial starts at 9 a.m., takes about four hours, and leaves ample time for Londoners to return to their lairs afterwards.

* * *

HERE is a little recapitulation regarding the Brighton Speed Trials on Saturday, September 23. This will be an open speed event held on the Madeira Drive, commencing with the sports car classes at 10.30 a.m. Entries have now closed for the event.

The course is a level tarmac road over a measured half-mile from a standing start 50 ft. wide and with ample pulling-up room. The start will be from somewhere near the east end of the Aquarium, and the natural grandstand presented by the road above the Madeira Drive gives a splendid view to as many thousand of spectators as like to attend. In the morning the sports car and three-wheeler classes will be run off, and there will be a luncheon interval between 1 and 2 o'clock. During the afternoon the order of events will be racing cars, solo motorcycles and then, if time permits, a second run for racing cars which have covered the course in under 31 secs. Competitors will, of course, be sent up in pairs, which adds considerably to the excitement.

* * *

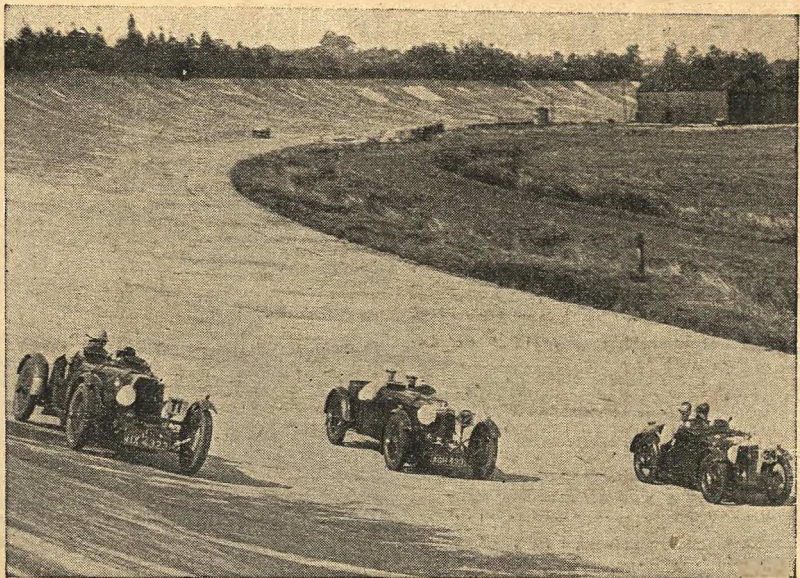
Social note.—The B.A.R.C. annual dinner and dance will be held at the Savoy Hotel, London, on November 17.

* * *

I WONDER whether any who read these notes which I hammer out, towel round head, week by week, experience the same fascination about the motoring of long ago. Accounts of early racing I find immensely stirring, and the pictures of those ancient monsters with wooden spoked wheels (which rattled in the rims after high speed and were tightened with a douche of cold water) move me to delight.

I have accumulated quite a little library of old motoring books, and, incidentally, I should be glad to hear of any such volume still obtainable.

I am moved to these thoughts by a



In the High Speed Trial last Saturday: M. H. Morris Goodall and R. J. Barton (Aston-Martins) who averaged 82.18 m.p.h. and 76.03 m.p.h. respectively, and A. L. Barlow (M.G. Midget) whose speed was 69.27 m.p.h.

SPORTS JOTTINGS

By
"THE BLOWER"

letter received from Dennis Bros., Ltd., who have come across a copy of "The Motor Car Journal" for August 4, 1899, containing an advertisement of the Dennis Tricycle, fitted with the "famous free-starting clutch."

It seems young Mr. Dennis was "pinched" in Guildford for furiously driving up the High Street at 16 m.p.h.

Dennis turned the occasion to account by advertising his machine as the "Speed King," which, on the sworn testimony of a constable, could do 16 m.p.h. up Guildford High Street.

* * *

Ah, the wheel of fortune! That same John Dennis, now J.P., to-day metes out justice and retribution from the very bench before which he was fined 20s.

* * *

A LITTLE repetition about Shelsley will not be amiss. This will be the 29th Annual Open Hill-climb of the Midland A.C. and the second open hill-climb of this year. It is due to take place on Saturday, September 30, starting at 1 p.m. The classes will be as usual—racing cars and sports cars, subdivided into 850 c.c., 1,100 c.c., 1,500 c.c., two litres, three litres, five litres and unlimited. Entries close on September 21, and this year they will be limited to 70. The committee reserves the right to refuse any entry, and will give first consideration to those cars which they deem capable of climbing the hill in 60 secs. or less. As usual, however, each driver will be given two runs, the better time to count, except in the case of those who take longer than 60 secs. for the climb. There will be practising on the day before the event.

It is noteworthy that the premier award of the day for the fastest car at the meeting will be the Shelsley International Championship Cup plus £100. There is also the usual array of cups for the various categories and classes. An inclusive fee of 10 guineas (trade) and 8 guineas (non-trade) entitles a driver to enter one machine for all the cups for which it is eligible. Once again, the highly successful starting apparatus which resembles an elaborate automatic traffic signal will be used embodying, as before, the false-start detector which tells the world if a competitor allows his machine to creep two inches forward before the "go" signal. And don't forget that the event is to be broadcast by the B.B.C.

Full particulars are available from Mr. Leslie Wilson, 415, Stratford Road, Birmingham.

* * *

TALKING of difficulties, what should "A" do when, having sold a beloved fast motorcar, after fitting new pistons, to a novice, he has it brought back in a state of ruin, followed by this dialogue:—

"But I told you not to exceed 2,000 r.p.m."

"Well, I didn't."

"Why, then, my friend, have all the big-ends gone even bigger?"

"It did get rather hot, but I never went over 2,000 r.p.m. I never even changed out of bottom gear."

They say this story (although old) is true.

* * *

ALMOST as bad as the one about the poor fool who, being told in the instruction book to drain the sump after the first 500 miles with his new car, did so. In the next 50 miles he melted everything inside and blandly explained that the book did not tell him to refill it. (Who threw that?)

MAKE A POINT OF READING NEXT WEEK'S
ISSUE OF

The Light Car & Cyclecar

Some Important Features:

WHEN THE AMBER CHANGED TO GREEN. A series of unique photographs clearly revealing that there are "black sheep" who still disobey traffic signals.



MORE DETAILS OF LIGHT CAR MANUFACTURERS' PLANS FOR 1934, including a description of the new models of the Hillman Minx.



WEEK-END SPORTING EVENTS. Graphic descriptions of the B.R.D.C. "500," and races in Phoenix Park, Dublin.



All the usual features including intimate gossip of the world of light cars, photographs and sketches, and all the news.

FRIDAY . THREEPENCE

Published by Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1

AROUND THE TRADE

Mr. J. W. Follett, formerly a director of Protectoglass, Ltd., has joined the Triplex sales staff to look after the Protecto side of the business, which the Triplex Safety Glass Co. recently acquired.

As a result of prolonged tests, the M.G. Car Co., Ltd., now officially recommend Duckham's Adcol "N.P.5" for M.G.s. Adcol Gear Oil "N" is recommended for the gearbox and back axle, and Adcol "N.P.3" for the preselective gearbox.

In connection with the British Week in Finland, an Austin car was given to the holder of a lucky ticket for the concerts of the "Black Watch" Band, whilst a Morris is the prize in a similar lottery arranged in connection with Messrs. Brock's firework display.

A magnificent gold challenge cup has been presented by King Fuad of Egypt as first prize in an annual competition for touring propaganda posters. The contest is open to firms directly promoting touring, and particulars can be obtained from the A.A., the R.A.C. or the C.T.C.

The Board of Directors of Brown Brothers, Ltd., have declared an interim dividend on the Preference shares at the rate of 3½ per cent. (less income tax); also an interim dividend on the Ordinary shares at the rate of 2½ per cent. (less income tax), both dividends to be paid on October 2, 1933.

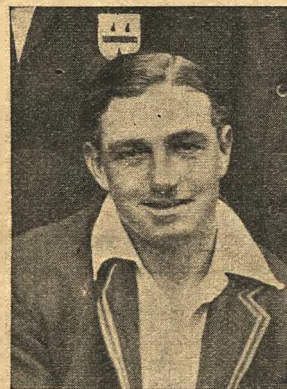
The prices of Avioflexus flexible petrol pipe, which was described on our accessories page last week, range from 1s. 3d. per foot for tubing of ½ in. internal diameter to 2s. 3d. a foot for tubing of ¾ in. internal diameter. The manufacturers are the Power Flexible Tubing Co., Ltd., of Derby Works, Finsbury Park, London, N.4.

The M.G. Magnette in which Nuvolari won the T.T., and the M.G. Midget in which H. C. Hamilton came second, were both fitted with standard Bishop cam steering gear.

Archie Maddox, the coachbuilder, is now fully established at 158, High Street, Huntingdon, and can now build high-class coachwork for all leading chassis. His speciality is folding-head equipment.

Owing to increased pressure of business, Desmo, Ltd., have removed from 10, Grape Street, London, W.C.2, to more extensive premises at 220, Shaftesbury Avenue, London, W.C.2. The telephone number, Temple Bar 1736, remains unchanged.

Mr. Charles F. Cox, lately manager of Fiat London Distributors, has joined Stratstone, Ltd., of 27, Pall Mall, London, the distributors of Daimler, Lanchester and B.S.A. cars. This concern has recently taken over the extensive premises at 26, Store Street, Tottenham Court Road, London, previously occupied by the Daimler company.



Mr. Walter Hammond, the well-known cricketer who plays for Gloucester and England, has recently joined the staff of Henlys, Ltd., Henly House, 385-7, Euston Road, London, N.W.1.



CONNECTING RODS Complete 12/6

BRAKES.
Brake linings depressed with rivets. Oct. 1928/30 per set of four, 2/3. 1925/Sept. 1926, per set of four, 2/6. 1931/2, per set of eight, 4/8. Postage 4d.
Brake Cables. Front, 4/6. Special line front, 2/6. Rear, 3/3. Special line rear, 2/-.. Postage 6d.

GASKETS
Cylinderhead .. each 1/6
Cylinderbase .. each 2d.
Sump plate (cork) each 6d.
Manifold .. each 4d.
Complete set for de-carbonizing .. (boxed) 2/9
Postage 4d. extra.



BATTERIES
High-class 6-volt batteries by noted manufacturers, for starting and lighting.
14/3, carriage 2/3.
Remember, production costs dictate prices.



WHEELS.
14/6 each.
Carriage 1/9.

TYRES.
Goodyear All-weather Heavy-duty Clearance—
26 x 3'50 15/6
27 x 4'00 19/6
Puffinder—
26 x 3'50 14/6
27 x 4'00 17/-
Tubes 4/- Carriage 1/-



ACTIVE SERVICE
FOR
AUSTIN SEVENS

Send for our 1933 Spares Catalogue, "Active Service for Austin Sevens," which incorporates information on the "Care and Maintenance" of your car. Also, Accessory List and Brochure, "Service with Efficiency and Economy." Post free.
Satisfaction Guaranteed or money refunded without question.
Express Service. Everything advertised, brand new.



The precision cylinder grinder illustrated above is only one of a battery of similar machines giving a 24-hourly service.

CYLINDER REGRINDING
including diecast diamond turned 2L8 Air Board specification alloy pistons complete with rings and gudgeon pins.
Austin Seven 55/- Morris Minor 60/-
M.G. Midget 60/-
Signed guarantee with every job.
Personal supervision. M.I.M.T. Engineers.

Radiator hose top	1/3
Radiator hose bottom	1/-
Radiator hose top, special line	11d.
Radiator hose bottom, special line	8d.
Radiator caps	1/6
Fan belts	9d.

Starter rings ..	19/6
Starter rings, special line ..	17/6
Starting handle, special line ..	4/6
Clutch rings ..	3/6
Clutch rings, special line ..	2/6
Clutch springs ..	2d.

ACCESSORIES Each

Dial oil gauge	12/6
3/6 allowed for button gauge, fitted three minutes.	
Ash Trays, "Bakelite," nickel or chromium interior 1/11	
Lifting jacks with handles	3/11

STEERING Each

Steering knuckle pins	1/3
Steering knuckle pin bushes	3d.
Tie rod pins	3d.
Tie rod pin bushes	9d.

REAR AXLE

Crown wheel and bevel pinion shafts	Pair 49/6
Each	12/6
Axle shafts	10/3
Axle shaft ball bearing assemblies	3d.
Axle felt washers	3/6
Flexible couplings, chrome leather	3/6

Postage extra. Each

Valves, best quality	1/3
Valve guides	9d.
Valve Springs, Terry Aero 4d.	
Valve Lifters, best quality 1/9	

Alloy die-cast pistons complete with rings and gudgeon pins. 21/-	
Per set of four	21/-
Piston rings .. Each 9d.	
Scrapers rings	9d.
Gudgeon pins	9d.

Post extra

SPORTS MUDGUARDS
Fronts to turn with wheels, 45/- per pair. Rears to match 27/6 per pair.



J. HEMMINGS & SONS (Dept. L5), HALE, LIVERPOOL Phone—TRADE
Hale 30 SUPPLIED

SMITH & HUNTER LTD.

For Bargains in Cars



Study these Offers:

AUSTIN 7

1933 Saloon, Dark Blue, 4-speed, leather upholstery, one owner, carefully used. Taxed	£90
1932 (Aug.) Saloon, Blue, leather, one private owner, first-class throughout. Taxed year	£75
1931 (May) Coachbuilt Saloon, Dark Maroon, leather upholstery, good tyres, one change only. Taxed	£55
1930 (April) Saloon, Brown, hide upholstery, two private owners, sound mechanically	£42
1929 Saloon, loose covers, direction indicators, very reliable. Taxed	£37

20 Austin Sevens in stock.

MORRIS MINOR

1933 Sun Saloon, Black/Green, moderate mileage, one private owner, as new. Taxed	£100
1932 Saloon, Black/Green, original tyres, still good, any trial. Taxed December	£75
1932 2-seater, Black/Green, mileage 9,200, splendidly kept, guaranteed. Taxed	£69
1930 Sunshine Saloon, Brown, leather, 3 new tyres, one change only. Taxed year	£53
1929 (June) Saloon, Brown, particularly clean, same owner throughout. Taxed year	£42

9-10 h.p. SALOONS

ROVER, 1933, Coachbuilt Sun Saloon, brand new, £200 model, shop soiled. Full guarantee	£165
AUSTIN 10, 1933, Sun Saloon, Maroon, shop soiled only, mileage 520. Tax paid	£145
HILLMAN MINX, 1933, Sunshine de Luxe, Black/Gold, few thousand only, good as new. Taxed year	£145
MINX, 1932 (July), Family Saloon, Blue/Black, bumpers, superb order. Taxed year	£110
HUMBER, 1929, 9/20, 4-door Saloon, Black/Blue hide, mileage 20,200. Perfectly kept	£83
SINGER, 1932 (July), 10, Sun Saloon, Blue, mileage 8,000. Beautifully clean. Taxed	£110

STANDARD

1933, Big 9, Sunshine, Black/Cream, unblemished order. Full guarantee	£150
1933, Little 9, Sunshine, Black, perfectly kept, mileage 7,000. Good as new	£120
1932, Little 9, Maroon, good tyres, engine perfect, coachwork unblemished. Taxed	£97
1931, Big 9, Sunshine, Black/Red, one private owner throughout	£87
1930, Teignmouth, Blue/Cream, good tyres, A.L. mechanically, repa nted, attractive	£65
1929, Teignmouth, Triplex glass, tyres nearly new, exceptionally well kept. Taxed	£53

JOWETT

1932 "Bluebird," long Sun Saloon de Luxe, leather, one private owner. Superb order. Taxed	£110
1932 4-seater Tourer de Luxe, 9,000 miles, unblemished, one owner. Taxed	£85
1930 (May) Saloon, five nearly new tyres, overhauled, most attractive	£48

RILEY

1932 Sunshine Monaco, Grey, 9,000 miles, as new throughout. A beauty. Guaranteed. One owner	£180
1931 (May) Sunshine, Maroon, one private owner, 16,000 miles, new tyres, faultless. Taxed year	£130
1930 Monaco Saloon, Blue, Triplex throughout, perfectly sound. Coachwork attractive	£100

VARIOUS

HORNET, 1933, Sunshine, Black/Brown, 7,000 miles, a perfect car. Full guarantee	£145
FORD, 1933, 8 h.p. Tudor Saloon, Blue, mileage 5,000, new type axle, unblemished. Taxed	£88
SINGER, 1931, Junior Sun Saloon, Blue, loose covers, good tyres, very attractive. Taxed	£68
MORRIS FAMILY 8, 1933, Sports Coupe, Brown, cost £165, one owner, good as new. Taxed	£115
HORNET, 1931, Sun Saloon, Coachbuilt, Blue, leather, overhauled, very fast	£68
TRIUMPH, 1930, Saloon, Black/Cream, red leather, good tyres, very complete. Taxed	£55

CLEARANCE CARS

SWIFT, 1927, 9 h.p., 4-seater, blue, leather, good tyres. Fine runner	£19
SINGER, 1928, 8 h.p., 4-door Saloon, leather upholstery, good tyres. Taxed	£24
ROVER, 1928, 10/25 Sunshine Saloon, good tyres, Maroon. Tax paid	£32

DEFERRED New Cars:— $\frac{1}{3}$ down, balance over 12 months.
TERMS 18 or 24 months.
Used Cars:— $\frac{1}{3}$ down, balance 12, 15 or 18 months.

Your present car taken against any vehicle purchased—new or second-hand. Send particulars and ask for quotation, to be confirmed on examination.

407, EDGWARE ROAD, W.2
Phone: Ambassador 1011-2-3 Open until 8 Sat. 6. Sun. 10-1

If you want CASH for your CAR or three-wheeler go to

ROWLAND SMITH MOTORS LIMITED

THE LARGEST LIGHT CAR BUYERS

78, 79, 80, 81, HIGH STREET, HAMPSTEAD, LONDON, N.W.3

(One minute from Hampstead Tube Station.)

Telephone - - - - - Hampstead 6041 (6 lines),
Telegrams - - - - - "Rosmicarex, Haver, London."

HOURS OF BUSINESS:—

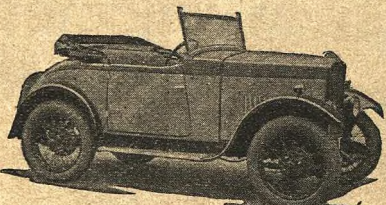
Open all Weekdays 9-9 (including Saturdays).

SUNDAYS 9 a.m. to 1 p.m.

BE INDEPENDENT

- Why rely on public transport?—when in the long run it is more convenient, more economical and more reliable to have your own car?
- Have you ever figured how much you spend on fares in a month—probably considerably more than the monthly payments on the illustrated example below, yet still you have nothing to show for it. Be independent—own your own transport.
- At Benmotors you have some 200 odd modern small cars **all under £100**, clearly priced and listed to choose from.
- Let Benmotors take your present car or motorcycle as deposit on any car you may choose—we will quote you a **definite** exchange allowance through the post (just fill in below), choose your car from our illustrated lists under our **7 days' trial** scheme, then let Benmotors deliver it to your door anywhere in England, Scotland or Wales for only 50/- extra. This exclusive Benmotors Guarantee and service makes postal buying absolutely safe.

BUY
"USED"
UNDER
£100
LIKE THIS



TRIUMPH, 1930 super "7," very well kept, all extras, small mileage... **£59**
or, say, £20 down and £2-8-2 for 18 months (or other terms as desired).

Benmotors

THE CLEARING HOUSE FOR SMALL CARS

128-130, East Hill, WANDSWORTH, S.W.18.
Phone: Battersea 2425-2426.
Hours: 9.0-8.0; Saturdays 9.0-7.0.

A FEW EXAMPLES FROM TO-DAY'S STOCK:

TWO-SEATERS.

- 79 Pounds. AUSTIN 7, 1931, Swallow sports 2-seater, dual cellulose finish, very attractive, many extras. Choice 4 others.
- 49 Pounds. AUSTIN 7, 1930, Avon Swan Coupe, sun roof, interior and bodywork excellent, small mileage. Choice 2 others.
- 79 Pounds. AUSTIN 7, 1931, Mulliner sports 2-seater, cycle guards, fullest equipment, very attractive, specially tuned.
- 99 Pounds. ALVIS 12/75, 1929, F.W.D., super sports 2-seater, ultra low build, astounding performance. Choice 2 others.
- 49 Pounds. FIAT 9, 1928, D.H. Coupe, one owner, tip-top throughout, fullest equipment, all extras. Choice 2 others.
- 65 Pounds. JOWETT 7, 1931, long 2-seater, practically unmarked, one owner, fully equipped, excellent tyres. Choice 2 others.
- 59 Pounds. LEA-FRANCIS, 1928, 2-seater, sunk dickey, 4-speed, excellent tyres, wide track model, fully equipped. Choice 5 others.
- 99 Pounds. LEA-FRANCIS, 1930, 19/40 D.H. Coupe, practically unmarked, wire wheels, large sunk dickey, very attractive.
- 75 Pounds. MORRIS Minor, 1932, S.V. 2-seater, full standard equipment, spare unused, Magna wire wheels. Choice 3 others.
- 55 Pounds. MORRIS Minor, 1930, sports 2-seater, very attractive, dual finish, all extras. Choice 4 others.
- 69 Pounds. M.G. Midget, 1929, sports 2-seater, cycle guards, fullest equipment, special finish, very attractive. Choice 5 others.
- 89 Pounds. M.G. Midget, 1930, sun Coupe, tip-top performance, very well kept, many extras. Choice 4 others.
- 89 Pounds. RILEY 9, 1930, 2-seater, sports, wire wheels, very attractive, well kept, fully equipped. Choice 4 others.
- 59 Pounds. RILEY 9, 1928, sports 2-seater, sunk dickey, 4-speed, silent third, excellent performance, well kept. Choice 2 others.
- 99 Pounds. ROVER 10/25, 1932, sports 2-seater, streamline body, very attractive, wire wheels, small mileage.
- 79 Pounds. SWIFT 10, 1931, D.H. Coupe, Magna wirewheels, all extras, 4-speed, rear tank, cost over £300.
- 75 Pounds. SALMON, 1930, 9's, grand sports 2-seater, underslung chassis, streamline body, double o.h. camshaft, very fast.
- 59 Pounds. TRIUMPH Super 7, 1930, de Luxe 2-seater (illustrated), particularly attractive, very well kept, all extras.
- 98 Pounds. TRIUMPH Super 7, 1932, 2-seater, practically unmarked, spare unused, mileage only 7,000, fullest equipment.
- 99 Pounds. WOLSELEY Hornet, 1931, special Arrow Coupe, ultra modern lines, Magna wire wheels, tip-top throughout.

TOURERS AND SALOONS.

- 69 Pounds. AUSTIN 7, 1931, Saloon, all extras, very well kept, fully equipped, very attractive. Choice 8 others.
- 89 Pounds. AUSTIN 7, 1933, Tourer, practically unmarked, mileage only 4,000, all extras. Choice 2 others.
- 45 Pounds. AUSTIN 7, 1929, Wyndor Saloon, well kept, £10 worth of extras, tip-top throughout. Choice 3 others.
- 99 Pounds. ALVIS 12/50, 1929, de Luxe, 4-door Tourer, wide body model, very well kept, excellent tyres, fully equipped.
- 69 Pounds. ALVIS 12/50, 1927, Brooklands Sports 4-seater, narrow body, dual finish, wire wheels, well kept. Choice 2 others.
- 89 Pounds. FIAT 10, 1931, Sun Saloon, late type radiator, 4-speed, well kept throughout, small mileage, host of extras.
- 59 Pounds. FIAT 9, 1930, 4-door de Luxe Tourer, dual cellulose finish, practically unmarked, small mileage, very attractive.
- 75 Pounds. HUMBER 9/28, 1929, 4-door de Luxe Tourer, high radiator model, tip-top equipment, excellent tyres, all extras.
- 65 Pounds. JOWETT 7, 1930, coachbuilt 4-door Saloon, long chassis, small mileage, one owner, fully equipped. Choice 2 others.
- 79 Pounds. LEA-FRANCIS, 1928, 12/60 Hyper Sports Saloon, inclined radiator, ultra low build, amazing performance, cost over £600.
- 99 Pounds. LEA-FRANCIS, 1930, 12/40 Sports Saloon, inclined radiator, very attractive, well kept, fully equipped. Choice 6.
- 79 Pounds. MORRIS Minor, 1932, S.V., practically unmarked, many extras, late type radiator. Choice 4 others.
- 89 Pounds. M.G. Midget, 1930, Sportsman's Coupe, special finish, very attractive, excellent mechanically, well kept.
- 39 Pounds. MORRIS Minor, 1929, fullest equipment, excellent tyres, bodywork tip-top, very economical. Choice 3 others.
- 99 Pounds. ROVER 10/25, 1932, Sportsman's Coupe, Magna wire wheels, many extras, very attractive, well kept. Choice 7 others.
- 55 Pounds. ROVER 10/25, 1929, Riviera Saloon, sun roof, chromium fittings, high radiator model, fullest equipment. Choice 2.
- 79 Pounds. RILEY 9, 1929, Monaco Saloon, well kept, excellent mechanical, 4-speed, silent third, late type dash, all extras.
- 99 Pounds. RILEY 9, 1930, Tourer, tip-top performance, all extras, excellent tyres, wire wheels. Choice 5 others.
- 89 Pounds. STANDARD 9, 1931, de Luxe Tourer, 4-door, excellent tyres, small mileage, many extras, one owner.
- 69 Pounds. SINGEE 8, 1931, Sportsman's Coupe, sun roof, wire wheels, fullest equipment. Choice 4 others.

Etc., etc., etc. All cars open to A.A. or R.A.O. inspection willingly. Lists of 200 others post free.

To MESSRS. BENMOTORS.—Please quote me—with no obligation whatsoever on my part—a definite allowance for my present vehicle as described below, at the same time forward your illustrated lists for my consideration, together with details of your methods of business.

Make of Car or Motorcycle—		Date of Manufacture—		Type of Model—		No. of Cyls.— If Starter—	
Type of Body (or S/c)—		Condition of Engine—		Rated H.P.— If O.H.V. or Side-valve—		Type of Lighting— No. of Speeds—	
Body Work—	Paint—	Upholstery—	Tyres—	Taxed till—			
NAME.....				What Extras (if any)—			
ADDRESS.....							

ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

**SECOND-HAND
AND NEW
LIGHT CARS, CYCLECARS
and ACCESSORIES FOR SALE**

"The Light Car and Cyclecar," deals with its own type of machine exclusively Cars with an engine of a cubic capacity exceeding 1,500 c.c. cannot be accepted for its advertisement columns.

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Paragraphs of 12 words or less are charged at the minimum rate of 2s. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

DISPLAYED ADVERTISEMENTS.—Scale of charges, with reduction for series, sent on application. Cheques, Postal Orders, etc., should be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row."

REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Office. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement in whole or in part referring to cars or accessories which in the opinion of the publishers is outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, which includes the right of rejection of advertisements, whole or part, containing cut prices of goods coming under an approved price maintenance scheme, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sub-let or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

NOTICES.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar," may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box", c/o "The Light Car and Cyclecar," count part of the advertisement.

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to the seller when "cleared." If a sale is concluded forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1/2 per cent. (minimum charge 1/-) on amounts deposited to cover our expense of booking, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

WARNING.—Acknowledgements of deposits or instruction to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgement, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices by 6 p.m. Monday and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy must be forwarded in sufficient time to allow of them being submitted and returned.

Whilst every precaution is taken to ensure accurate printing, the publishers will not be responsible for printers' errors, or for errors arising out of telephonic instructions relating to advertisement copy, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

Insets, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD., the responsible printers of the journal.

Head Offices:—5-15, Rosebery Avenue, London, E.C.1.

Inland Telegrams: "Pressimus, Holb., London."

Cables: "Pressimus, London."

Telephone: Clerkenwell 6000 (Private Exchange).

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

A.C. £40!!! Monthery aluminum sports streamlined two-seater, 1928, 12 h.p., rev. counter, etc. Demans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7 84-352

ALVISES. Under £100. See page 24. 84-1209

ALVIS. Bartlett for guaranteed sports cars. 1928 12-50 h.p. Alvista sports saloon, very fast, in excellent external and mechanical condition £79; exchanges, deferred. Open Sunday mornings. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 84-250

ALVIS, £15!!! 1924 Foursome coupe, 12 h.p., good running order. Frazier Garage, Oakley Street, Waterloo, S.E. Hop 5411. 84-363

ALVIS, genuine sports, 12-50, four-seater, four-speed, wire wheels, large f.w.b., new hood, taxed, 72 m.p.h.!!! £35. Camden Motors, Buck Street, Camden Town. 84-392

ALVIS. Gatehouse Motors for 12-50 h.p. o.h.v. Alvis cars. Ten saloons, sports, two and four-seaters, etc., in stock, £45 to £125. Gatehouse Motors, Ltd., 1 Hampstead Lane, Highgate Village, N.6. Phone, Mountview 4444. 84-294

AMILCARS. Under £100. See page 24. 84-1210

AMILCAR, 1928 9 h.p. drop-head coupe de luxe, pressure lubrication, balloons, ribbed, f.w.b., really smart, 35 guineas. 352 High Road, Willesden Green, N.W.10. Willesden 2469. 84-220

AMILCAR, 9 h.p. sports saloon, chromium fittings, taxed, 44 guineas; exchanges, terms. Norringtons, 245 Goldhawk Road, Shepherd's Bush, Riverside 2365. 84-1256

AMILCAR. J. K. Greenwood and Co., Ltd., offer:—

£35!! Amilcar, 9 h.p. sports two-seater, taxed, choice of two, one red, one black, f.w.b., cycle wings, etc., 70 m.p.h. Below.

£25!! Amilcar, 9 h.p. Petit sports two-seater, taxed, blue and chromium, well-base wheels, spring wheel, etc.; terms, exchanges, written guarantee. 30a Highgate Road, N.W.5. Gulliver £251-2. 84-278

AMILCAR, finest three-speed model on road, super-sports two-seater, unmarked cellulose, engine rebored, large sump, genuine Surbaise chassis, taxed, insured to May, big tyres, etc., etc., 45 guineas!!! Camden Motors, Buck Street, Camden Town. 84-395

AMILCAR. C. and K. Motors offer the following Amilcar bargains:—

£27 10s. 70-m.p.h. 1926 Grand Sports streamlined three-seater, recently overhauled, flared cycle wings, pressure oiling, 100% condition throughout. Below.

£30. 75-m.p.h. late 1926 Grand Sports two-seater, cycle wings, recently overhauled, pressure-feed oiling, choice of two; exchanges, etc. Below.

£30. 70-m.p.h. 1927 model Grand Sports, overhauled, recently repainted and specially tuned, perfect condition; exchanges, etc. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 84-354

ARMSTRONG, 1930 12-6 four-door saloon, sunshine roof, good tyres, exceptional chassis, very clean car, 49 guineas. Below.

ARMSTRONG, 1930 12-6 two-seater, in original condition throughout, low mileage, 49 guineas; deferred exchanges. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 84-1274

ARMSTRONG SIDDELEY. Cookes Motors offer practically new 1932 series 12hp six-cylinder saloon de luxe model, plus sliding roof, bumper bars, many extras, cost over £300, special clearance at £179. 10 Lower Grosvenor Place, S.W.1. Phone, Victoria 9730. 84-237

AUSTIN 7 coachbuilt saloon, 1929, in excellent condition, one owner, taxed, £45.

AUSTIN 7 fabric saloon, 1929, in perfect condition, taxed, £40. Hall and Couper, Ltd., Catherine Street, St. Albans. Phone 656. zzz-813

AUSTIN. The Depot for new and used Austins. All models in stock. Deal with the specialists. Immediate hire-purchase facilities. Beechings, Ltd., The Austin Depot, Farnborough, Hants. Phone 275. zzz-869

AUSTIN Seven, 1933, sun saloon de luxe, blue, showroom soiled, list £125, reduced £110; exchange, deferred. R. Martin, Highgate Village, N.6. Mountview 1228. zzz-605

AUSTINS. Under £100. See page 24. 84-1211

AUSTIN 7. 1923 tourer, good running order, good condition, well cared for. Johnson, 148 Barkworth Road, S.E.16. 85-1774

AUSTIN Seven Mulliner saloon, 1929 (October), taxed December, 29 guineas; Scruffy 1928, £12 10s. Bragg, 2 Robstart Street, Phone, Brixton 6496. 84-217

AUSTIN Seven, 1931 coachbuilt sun saloon, choice three, £67 10s.

1930 sun saloon, black-red, £49 10s.

1930 Wydor saloon, £45 10s.

1929 sun saloon, black-cream, £37 10s.

All exceptional cars, and 40 others. Crossland Motors, Bromley Common, Kent. Ravensbourne 1375. 84-1281

IMPORTANT TO ADVERTISERS—

The latest time for receipt of paragraph advertisements is now

6 p.m. Monday
for the following Friday's issue.

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

AUSTIN. Ward and Co. offer:—
 £15 10s. 1926 Austin Seven tourer, amazing condition; also 1926 coupe, £19 10s.
 £24 10s. 1928 Austin Seven chummy, fully equipped, sound throughout.
 £42 10s. 1930 Austin Seven Wydor saloon, spotless condition; choice of three, from £45 10s.
 £79 10s. 1931 Austin Seven Swallow sports saloon, indicators, bumpers, taxed, numerous extras, absolutely in 1933 condition.
 £67 10s. 1932 Austin Seven coachbuilt saloon, small mileage, carefully driven; self-financed deferred payments; exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818.
AUSTIN Seven, £58 10s.!! 1931 de luxe sunshine coachbuilt saloon, Triplex all round, unscratched, perfect runner, real value. Below.
AUSTIN Seven, £35 10s.!! 1929 coachbuilt Wydor saloon, safety glass, exceptionally good mechanically, taxed, serviceable. Camden Motors, Buck Street, Camden Town. 84-391
AUSTIN Seven coupe, taxed year, excellent throughout. sun visor, etc., £42 10s. Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 84-385
AUSTIN Seven, £35, terms, exchanges!!! 1929 Stadium sports two-seater, taxed, very fine condition. 368 Hornsey Road, N.19. Archway 3294. 84-381
AUSTIN Seven, Gordon England, 1927, £16. Atkins, 12 Upper Gladstone Road, Chesham. 84-383
AUSTIN. Speechley's. Specialized Austin Seven dealers. Below.
 1932 Austin Seven sunshine saloon de luxe, long chassis, mileage 7,000 only, one owner, faultless condition throughout, indistinguishable from brand new, taxed, £79. Below.
 1932 Austin Seven Swallow sunshine saloon de luxe, bumpers, original tyres, spring steering wheel, grained hide upholstery, several extra fittings, superlative condition and very carefully used, taxed year, £89. Below.
 1931 Austin Seven Swallow super-sports two-seater, duo-tone finish, exceptionally fast, condition generally above reproach, a very attractive car, taxed, £75. Below.
 1931 Austin Seven saloon, fitted safety glass throughout, pneumatic upholstery, appearance perfect, this car has been very sparingly used and carefully serviced, taxed, £57. Below.
 1930 Austin Seven Mulliner sunshine saloon de luxe, the £175 wide body model, chromium, real leather upholstery, colour black with grey lining and wheels, very good tyres, taxed, £49. Below.
 1928 Austin Seven Cup sports two-seater, a car that really has been looked after, special engine tuning and exhaust system, very fast, taxed, £29. Below.
 1928 Austin Seven saloon, safety glass five-lamp set, extensive dash equipment, spot light, pneumatic upholstery, the mechanical condition of this car is wonderful, and we welcome any independent examination, taxed and insured, £27. Below.
 1926 Austin Seven chummy, perfect mechanically, smart appearance, very good tyres, all-weather equipment, taxed and insured, £18. Below.
 If your choice is an Austin Seven, you will be wise to come along and see our very extensive stock, comprising practically every type and body style. We always have a selection of cars with special coachwork, including several Swallow saloons and two-seaters. Below.
 Every car is covered by our written three months same-as-maker guarantee. Below.
 Speechley's. 395 Edgware Rd., W.2. Open 9-8 all the week. Sunday 10-1. Phone, Ambassador 1500. 84-149
AUSTIN Seven. Naylor and Root, Ltd.
 Specialists in Austin since 1923. The largest selection of this model in England. Many of the following can be offered in duplicate. We therefore invite you to call and select.
 Generous allowance made for your present car, motorcycle or three-wheeler. Deferred terms for balance over 18 months. Full list on request.
 £89. 1933 coachbuilt saloon, de luxe, sunshine roof, nice condition.
 £85. 1931 Swallow saloon, sunshine roof, duo-tone, new condition.
 £74. 1932 coachbuilt saloon de luxe, sunshine roof, leather, etc.
 £75. 1930 Boyd-Carpenter special sports, extras, super-tuned.
 £68. 1930 Swallow saloon, duo-tone, new tyres, super smart.
 £65. 1931 Coachbuilt saloon, sunshine roof, small mileage, one owner.
 £59. 1931 tourer, side screens good tyres, well recommended.
 £52. 1930 Wydor saloon, black and red, new tyres, 1932 condition.
 £59. 1930 Arrow sports two-seater, extras, very attractive car.
 £49. 1929 Stadium sports two-seater, good tyres, very smart car.
 £49. 1929 Avon sports two-seater, extras, nice body, very clean.
 £39. 1929 Wydor saloon, good tyres, well-kept car; taxed.
 £34. 1928 Cup model two-seater, special finish, extras, taxed December.
 £34. 1929 tourer, rigid side screens, good tyres, kingfisher blue.
 £28. 1928 fabric saloon, clean upholstery, engine overhauled.
 £55. 1929 Swallow saloon, duo-tone, good tyres, attractive car.
 September is sale month. Make the most of your opportunity by selecting your car now. Three months' written guarantee with all over £40.
 Naylor and Root, Ltd., Austin Specialists, 25 East Hill, Clapham Junction, S.W.11. Battersea 5272 (seven lines). Open 9 a.m. to 8 p.m. Sndays, 10 a.m. to 1 p.m. 84-165

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

AUSTIN Seven. 1933 saloon, four-speed, dark blue, leather upholstery, 9,000 miles, splendidly kept, taxed, £90. Below.
 1933 sunshine saloon de luxe, dark blue, hide upholstery, very sound and spotless, taxed September, £96. Below.
 1932 sunshine saloon de luxe, long chassis, brown hide upholstery, one owner, taxed year, £78. Below.
 1932 (August) coachbuilt saloon, dark blue, leather upholstery, one private owner, splendidly kept, taxed year, £75. Below.
 1931 coachbuilt sunshine saloon, brown, perfect mechanically, good tyres, most attractive, taxed year, £63. Below.
 1931 (May) coachbuilt saloon, dark maroon, leather upholstery, good tyres, one change only, taxed, £55. Below.
 1930 Arrow sports two-seater, green-cream, exceptionally fast, new tyres, taxed year, £57. Below.
 1930 sunshine saloon de luxe, black-red, leather upholstery, Triplex throughout, very attractive, £50. Below.
 1930 fabric saloon, brown, leather upholstery, good tyres, one change only, £42. Below.
 1930 four-seater, fawn-black, chromium plate, one owner throughout, sound, £42. Below.
 1929 saloon, black, loose upholstery covers, direction indicators, very reliable, taxed, £37. Below.
 1926 super sports two-seater, Brooklands type, red, splendid order, good battery, engine specially tuned, £38. Below.
 Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-270
AUSTIN Seven, £18!!! 1927 (March) chummy Kingfisher, blue and black, taxed, really excellent. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078 84-574
AUSTIN. Cookes Motors offer 1933 series 10 h.p. de luxe saloon, colour green, small mileage, new appearance, £122. Birghton Road, Sutton, Surrey. Phone 3800. 84-244
AUSTIN Seven, 1928 Cup model, good condition, small mileage, one owner, £22 10s. Clark, 24 Broxholm Road, S.E.27. 84-m172
AUSTIN Seven, 1933 saloon, in new condition, £79. Below.
 1928 Austin Seven Cup model, offers. Lionel H. Pugh. 56 South Molton Street, W.1. Mayfair 4433. 84-1229
AUSTIN Seven saloon, 1928, perfect condition, £30. Laver, 49 Tressilian Road, Brockley. Lee Green 4371. 84-m141
AUSTIN Seven, 1927 chummy, taxed and insured, thoroughly overhauled, any trial, after 6.30 p.m., 16 guineas cash, no offers. Holland, 63 Chaplin Road, Willesden. 84-m128
AUSTIN Seven, 1930 Swallow saloon, rebored, thoroughly overhauled, direction indicators, spotlight, reversing light, dashlamps, new zinc interleafed and bound springs, Bosch, £65. Camberley Car Services, Portsmouth Road, Camberley (759), Surrey. 84-k878
AUSTIN Seven, 1929 saloon, perfect order, excellent condition, £37 10s. 324 Hornsey Road, N.7. After 4 p.m. 84-k876
AUSTIN Ten, 1933 sunshine saloon de luxe, maroon, shop-soiled only, mileage 520, indistinguishable from new, taxed, £145. Below.
 1932 (July) sunshine saloon de luxe, dark blue, one private owner, perfectly kept, bumpers, grid, taxed year, £125. Below.
 Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-269
AUSTIN Seven, 1933 saloon, coachbuilt, cost £118, taxed December, £75. Ratcliffe Bros., 200 Great Portland Street, W.1. Museum 8605-4. 85-141
AUSTIN Swallow sports saloon, £55. 959 Garratt Lane, Tooting, S.W.17. 84-181
AUSTIN Seven, £22 10s., 1926 four-seater, blue, nearly new tyres, beautifully kept, taxed, insured till March. 26 Horsham Road, Crawley. 84-m168
AUSTIN Seven tourer, 1925, splendid condition throughout, £14. 17 Hampden Road, Muswell Hill, N.10. 84-m165
AUSTIN Seven, special sports body, 1929, very smart and fast, flat windscreen, £36. Rear of 243 Maida Vale, W.9. 84-1249
AUSTIN Cup model, two-seater, fast and attractive machine, £22; choice of others. Rear of 243 Maida Vale, W.9. 84-1247
AUSTIN Seven, 1928 chummy, very clean condition, many accessories, good tyres, etc., taxed and insured, £28. Three months' written guarantee; own simple hire-purchase system. References, guarantors, etc., unnecessary; immediate insurance cover effected on premises. Ruffells Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 84-1297
AUSTIN. Lane Motors for Austin Sevens.
 1926, Brooklands racing, 29 guineas.
 1929, Avon sports two-seater, 37 guineas.
 1928-9, four-seaters and saloons, several from 23 guineas.
 1925-6, four-seaters, from 14 guineas. Terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 84-199
AUSTIN Seven, 1933 two-seater, practically new, finished blue, special price 78 guineas; also 1930 coachbuilt saloon, little used, 38 guineas; exchanges, etc. Norringtons, 245 Goldhawk Road, Shepherd's Bush, Riverside 2365. 84-1258
AUSTIN Seven, 1931 Arrow coachbuilt four-seater sports, taxed, good equipment, £60.
 1930 Austin Seven four-seater, taxed year, sound runner, £42; exchanges. Allery and Bernard, 344 King's Road, Chelsea. Flaxman 4633. 84-183

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

AUSTIN Seven, 1928 Gordon England Cup model sports two-seater, taxed, insured, new tyres, hood, £30. 2 County Gardens, Barking. 84-m190

AUSTIN 7 Swallow, 45 guineas, 1929 coachbuilt saloon, cream and black, several extras, very smart, taxed. Below.

20 guineas. 1928 chummy, excellent condition, taxed, choice of another; exchanges, terms. Maynards, 241a High Road, Wood Green. 94-1277

AUSTIN Seven, 1928 saloon, splendid condition, £30. 444 Hornsey Road, Holloway, N.19. 84-m182

AUSTIN Seven, 1930 Stadium sports two-seater, excellent condition, new hood, new tyres, £48. Write, 107 Hertford Road, Finchley. Phone 3268. 84-m184

AUSTIN Seven, 1926 chummy, mechanically perfect, taxed, £16 or offer. Call after 6 p.m., 94 Daigarno Gardens, North Kensington, W.10. 84-m191

AUSTIN Seven, 1929 (April), black and red coachbuilt saloon, condition excellent, bargain £36. Box 7829, care of "The Light Car and Cyclecar." 84-m187

AUSTIN Sevens. List free. Terms, exchanges. Rowland Smith. Below.

£13 Deposit or 135 guineas cash. May, 1933, supercharged sports two-seater, black and red, outside exhaust, hood, revolution counter, stoneware, one-owner, very fast, carefully used, practically new condition, taxed, cost about £230.

£9 Deposit or 89 guineas cash. 1933 coachbuilt saloon, blue, very small mileage, practically brand new, year's tax.

£7 Deposit or 75 guineas cash. 1932 de luxe coachbuilt sunshine saloon, blue, one owner, very carefully used, almost new, taxed.

£6 Deposit or 59 guineas cash. 1931 coachbuilt sunshine saloon, carefully used, exceptional condition, taxed.

£5 Deposit or 49 guineas cash. 1931 Arrow sports two-seater, black and red, two carburettors, exceptional condition.

£4 Deposit or 45 guineas cash. 1930 chummy, carefully used, very exceptional condition.

£4 Deposit or 42 guineas cash. 1929 sports two-seater, carefully used, exceptional condition.

£3 Deposit or 35 guineas cash. Late 1929 Avon two-seater, very good condition, taxed.

£3 Deposit or 25 guineas cash. 1928 chummy, very good condition, taxed.

£3 Deposit or 19 guineas cash. 1926 chummy, very good condition.

Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 84-312

AUSTIN. Andrew of Mortlake, offers:-

The cleanest Boyd-Carpenter two-seater. 1930, advertised this week at £68. Saloons and open models, 1928-32, from £18; guaranteed before and after sale, taxed and insured; self-financed terms from £8; generous exchanges. Write for particulars, 37 Sheen Lane, Mortlake (Station). Prospect 3332. 84-1350

AUSTIN. Newnams for good Austins at right prices; few examples below, but full list on request; self-financed terms and generous exchange allowances

1932 7 h.p. coachbuilt saloon, absolute showroom example, £65.

1931 7 h.p. two-seater, absolutely first class, £49.

1930 7 h.p. coachbuilt sun saloon, exceptional appearance, etc., £45.

1929 7 h.p. Wydor saloon, beautiful little car, £29.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 84-1325

AUSTIN Seven, 1929 coachbuilt saloon, excellent throughout, bumpers, roof light, etc., taxed, £40. 97 Sydney Road, West Wimbledon, S.W. 84-1510

AUSTIN Seven, 1932 chummy, £60; 1930 saloon, £42; 1930 chummy, £40; 1928 saloon, £30; exchanges and deferred. Palmers, 53 York Street, Twickenham. Popesgrove 1454. 84-1508

AUSTIN Seven, 1930 saloon, sunshine roof, exceptionally good condition throughout, small mileage, £47 10s.; hire-purchase over 18 months; your motorcycle or car in part payment. Below.

AUSTIN Twelve-Six saloon, 1931, taxed, insured, faultless condition throughout, £85; hire-purchase over 18 months; your motorcycle or car in part payment. Pride and Clarke, Ltd., 158 Stockwell Road, Brixton, S.W.9. Phone 6414. 84-253

AUSTIN Seven, 1928 chummy, fully equipped, taxed, splendid condition, £20; deferred terms. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 84-250

AUSTINS. Broadway Motors for Austins.

AUSTIN, 1935 Ten-Four sun saloon, blue, taxed, perfect condition, £125. Below.

1932 Ulster supercharged two-seater, little used, £125, cost double.

1931 Austin Seven saloon, long chassis, £52 10s. Below.

1931 Austin Seven coachbuilt saloon, blue, taxed, perfect, one owner, £62 10s.

1929 Austin Seven saloon, brown, £35.

All the above cars are guaranteed and in first-class condition; motorcycles in exchange Broadway Motors, 167 Great Portland Street, W.1. Welbeck 8874. 84-375

AUSTIN Seven, 1932 two-seater, year's tax, 4,000 miles only, as new, £72.

AUSTIN Seven, 1932 supercharged Ulster special sports two-seater outside exhaust, year's tax, many extras, immaculate condition, £125.

AUSTIN Seven, 1930 Hoyal special sports two-seater, dickey seat, taxed, fast and attractive, £47 10s.

AUSTIN Seven, 1931 de luxe saloon, taxed, well shod, £52 10s.

AUSTIN Seven 1927 chummy, taxed, fast and smart. £22 10s.; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hammerslow. Phone 0175. 84-379

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

AUSTIN Twelve-Six, £70, 1931 four-door coachbuilt saloon, low mileage, extremely good condition; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 84-225

AUSTIN Seven. £110!!! 1933, brand-new, four-speed saloon de luxe, list price £127 10s. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 84-359

AUSTIN Seven. Auriol Engineering Works, Ltd., offer 1926-7 tourer, very clean and nice runner, good tyres, etc., £17 10s.; also many others. 334-5 Goldhawk Road, W.6. Riverside 1306. 84-370

AUSTIN Seven, 1930 sunshine coachbuilt saloon, open to any examination or trial, £39. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 84-349

AUSTIN Seven, 1931 sunshine saloon, taxed, £49. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 84-348

AUSTIN Seven, 1930 Wydor saloon, excellent car, £40. Below.

AUSTIN Seven 1931 sunshine saloon, taxed, wonderful condition, £50. Fred Guy, 193 King Street, near Blue Hall, Hammersmith. Riverside 4652. 84-319

AUSTIN Seven, £40. Saloon, 1929, splendid condition, seen any time. 435 Ewell Road, Surbiton. 84-m243

AUSTIN Seven, 1930 coachbuilt coupe, £49, perfect condition throughout; exchanges, terms. Yarwoods, Stoneley South; High Road, Tottenham. Phone 3122. 84-328

AUSTIN Seven, 1931 K.C. special sports two-seater, Brooklands exhaust, Alta head, completely overhauled, many extras, perfect condition, taxed December, £55. 29 Homersham Road, Kingston Hill. 84-m240

AUSTIN Seven-Eight fabric saloon, late 1930, taxed, fully insured till March, 1934, 49 guineas. 4 Holderness Road, Tooting. 84-m231

AUSTIN Seven. Cookes Motors offer 1932 coachbuilt saloon, as new, £65. Brighton Road, Sutton, Surrey. Phone 3800. 84-246

AUSTIN Seven Stadium sports two-seater, red and black, taxed, £27. Below.

AUSTIN Seven 1928 tourer, finished maroon, taxed, £20. Earl, 75 Heath Street, Hampstead, N.W.3. 84-1313

AUSTIN Seven, late 1927, £25 or reasonable offer, four-seater tourer, engine and transmission recently overhauled, body and paintwork good, smart and mechanically perfect. 76 Leslie Road, East Finchley, N.2. 84-m229

AUSTIN Seven, 1930 sunshine saloon, excellent condition, £45. 131 White Hart Lane, Barnes. 84-m227

AUSTIN Seven, £25! Cup model sports, 1928, recently reconditioned throughout, absolutely perfect; appointment. 58 Sarre Road, N.W.2. Perivale 5693. 84-m223

AUSTIN Seven, 1933 de luxe saloon, 3,000 miles only, £95. 11 Sherwood Avenue, Hermon Hill, Woodford. 84-m218

AUSTIN, 1931 coachbuilt saloon, mileage 9,800, taxed December, perfect, £50. 25 Byron Road, Selsdon, South Croydon. 84-m212

AUSTIN Seven, 1927-8 four-seater tourer, mechanically perfect, tyres good, cellulose unscratched, tip-top little bus, bargain, £24 cash, or would consider terms; no dealers. 153 Fairfax Road, near Queen's Head, Harringay, N. 84-m211

AUSTIN Seven, 1932 coachbuilt de luxe saloon, choice of four, all in first-class condition, £85. McCarthys Motors (1925), Ltd., 28 Queen's Road, W.2. Bayswater 0044-5. 84-296

AUSTIN Seven, 1933 coachbuilt sunshine saloon de luxe, four speeds, etc., practically new condition, £92 10s. Below.

AUSTIN Seven, 1932 coachbuilt saloon, good tyres, magnificent condition throughout, choice of two, brown or black, £72 10s.; deferred terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 84-284

AUSTIN Seven, 1928 chummy, exceptional condition, £26. S. Garge, Raynes Park. Wimbledon 4941. 84-252

AUSTIN. A.Z. Motors for Austin Seven saloons and tourers. Below.

Chummies. 1925, £17 10s.; 1927, £25; 1931, £50.

Saloons. 1929 Mulliner, £35; 1930 fabric, £47 10s.

Two-seaters. 1928 Cup, £35; 1932 Special two-seater, long chassis, twin carburettors, etc., £67 10s.; terms, exchanges, etc. 180 West End Lane, N.W.6. West Hampstead Met. Railway Station. Hampstead 0523. Sundays 11-2.30. 84-285

B.S.A. Hackford Motors, the B.S.A. three and four-wheeler specialists. Call or write for catalogue. Below.

G. A. Norchi will be pleased to give you a demonstration. No obligation. Below.

Hackford Luggage Carriers, smart, attractive and useful, chromium plated, 30s.; exchange, terms. 182 Acre Lane, Brixton. Phone 3062. Hackfords have several second-hand three-wheelers from 50 guineas. Call or write. zzz-649

B.S.A., 1932 sports two-seater, in absolutely brand-new condition, taxed year, guaranteed, £74 10s.

Terms arranged. Homacs 243-7 Lower Clapton Road, E.5. Phone, Clissold 9616-17. 84-1272

B.S.A., 1931 three-wheeler two-seater sports, taxed year, in showroom condition, bargain, £62 10s. Rhinds Motors Ltd., 258 Deansgate, Manchester. Phone, Blackfriars 9352. Exchanges, deferred. Cars bought for cash. 84-1287

B.S.A., 1933, three-wheeler two-seater four-cylinder, makers' guarantee, taxed and insured, £105. H. E. Albon, 3 Malcolm Street, Derby. 84-m189

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

HILLMAN Minx, 1932 (June) saloon de luxe, sun roof, taxed, one owner, perfect, £127 10s. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 84-188

HILLMAN Minx, £14 deposit or 145 guineas cash. 1933 "March" sports four-seater, red and black, remote control, spring-steering wheel, one owner, small mileage, practically new condition, taxed; exchanges, list. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 84-300

HILLMAN, £125; 1932-3 Minx saloon, sun roof. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 84-351

HILLMAN, 1933 Minx sunshine de luxe, black-gold, mileage 6,000, quite indistinguishable from new, taxed year, £145. Below. 84-351

1932 Minx de luxe sunshine saloon, maroon-black, one owner, 9,000 miles, beautifully kept, taxed December, £130. Below.

1932 (July) Minx Family Family saloon, blue-black, nearly new tyres, bumpers, superb order, taxed year, £110. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-263

HUMBERS. Under £100. See page 24. 84-1213

HUMBER Nine tourer, 1927, taxed, insured, hard-wearing, economical, 18 guineas. Bragg, 2 Robart Street. Phone, Brixton 6496. 84-218

HUMBER Nine, £107 10s. 1930 coachbuilt saloon de luxe, lavishly equipped and in new condition throughout, and is an exceptional car. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 84-211

HUMBER F.O.C.H., Ltd. 1927 8.5 h.p. saloon, first registered 1931, good engine, f.w.b., carefully used, exceptional condition, taxed, 36 guineas. 35 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 84-1265

HUMBER, 1929 9-20 coachbuilt four-door saloon, black, blue leather upholstery, mileage 20,200, perfectly kept, a genuine vehicle, £85. Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. 84-257

JOWETT Manchester, 1929, 1930, 1931, 1932 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxon, Jefferis, Ltd., Deansgate. Bla. 1122-3. zzz-927

JOWETTS. Under £100. See page 24. 84-1214

JOWETT, £27 10s., long-chassis tourer, excellent throughout. Chaney Motors, Ltd., 50 Uxbridge Road, Ealing, W.5. Ealing 4161 and 2. 84-386

JOWETT, 1932 long de luxe saloon, one owner, exceptionally good condition, taxed to January, £110; another, same date, £100. Hints. Jowett Agency, Wealdstone, Arrow. 84-351

JOWETT, £3 deposit or 32 guineas cash. 1929 model, fabric four-seater, very good condition; exchanges, list. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 84-301

JOWETT. Special offer this month. See page 14. 84-159

JOWETT. Andrew of Mortlake offers:-
Saloons and open models, 1928-32, from £18. Guaranteed before and after sale. Taxed and insured. Self-financed terms from £8. Generous exchanges. Write for particulars. 37 Sheen Lane, Mortlake (Station). Prospect 3332. 84-1326

JOWETT, £22; 1928 long two touret, recently overhauled, clean, taxed December; Saturdays or evenings. 3 Torrington Gardens, N.11. 84-m230

JOWETT, 1929 long saloon, excellent condition, taxed, £39. 190 Westcombe Hill, Blackheath. 84-m228

JOWETT, 1929 long-chassis saloon, smart appearance, perfect running order. Apply after 7 p.m., 42 Osborne Road, Forest Gate. 84-m221

JOWETT, 1930 long-chassis four-door saloon, particularly clean and in perfect mechanical condition, taxed to December, £48. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 84-196

JOWETT F.O.C.H., Ltd., Jowett specialists. Comprehensive selection of guaranteed second-hand models always in stock. Free list.

F.O.C.H. 1933 7 h.p. de luxe long-chassis four-door coachbuilt saloon, maroon, sliding roof, Magna wheels, rear tank, moquette, one owner, carefully used, practically new condition, 132 guineas.

F.O.C.H. 1931 (October) 7 h.p. Silverdale long-chassis four-door saloon de luxe, brown, wire wheels, opening windscreen, one owner, carefully used, taxed, 79 guineas.

F.O.C.H. 1932 7 h.p. 7-cwt. commercial van, f.w.b., 79 cubic feet capacity, very good condition, 69 guineas.

F.O.C.H. 1927 model 7 h.p. short-chassis, two-seater and dickey, brown, good condition, taxed, 12 guineas; exchanges, deferred. 35 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 84-1267

JOWETT, 1932 coachbuilt saloon, exceptionally nice appearance, mechanically perfect, guaranteed, £105. Lovatt, 191 Streatham Road, Mitcham. 84-332

JOWETT. 1932 "Bluebird" long sunshine saloon de luxe, blue, leather upholstery, one private owner since new, first-class condition, taxed, £110. Below.

1932 (February) long four-seater tourer de luxe, one private owner since new, dark blue, taxed, splendid order, £85. Below.

1930 (May) saloon, maroon, five nearly new tyres, moquette upholstery, well-kept, £48. Below.

1929 (March) saloon, maroon, leather upholstery, grid, one owner, buying larger car, taxed, £58. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-266

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued)

JOWETTS. 1926 long two-seater, £18; 1927 long saloon, £25; 1926 short two, £15; 1929 long two-seater, f.w.b., taxed year, reconditioned cylinders and pistons, £30; 1932 long saloons de luxe, £100. Write us re 1934 models shortly available. Eater, Jowett Specialists, Bedford. Phone 3319. 84-1304

JOWETT, 1930 saloon, in very good condition and carefully used, £45 or offer. 10 Fraser Road, Cambridge. 84-187

JOWETT, 1927 long four-seater, repainted, new hood, taxed, insured, bargain, £17. 451 West Green Road, Tottenham, N.15. 84-m166

JOWETT, 1928 long four-seater, taxed and insured, 18 guineas. White, 75 Stapleton Hall Road, Stroud Green, London, N.4 (next to Williams' Stores). 84-m173

JOWETT, long-chassis tourer, £15; 1926½, finished blue, leather trimming, perfect, all weather equipment, numerous extras, two new tyres, taxed, exceptionally well-kept car, of smart appearance and excellent performance. Mayo's Garage, King's Avenue, Watford. Phone 2525. 84-m178

LANCHESTER Ten saloon, taxed, perfect condition, £245; exchanges arranged. Wm. Monk, Ltd., Oldham Road, Ashton-under-Lyne. Phone 1808. 84-m113

LEA-FRANCISES. Under £100. See page 24. 84-1215

LEA-FRANCIS, 1928 12 h.p. four-seater, low chassis model, very fast, £45. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone,ulse 6464-5. 84-345

LEA-FRANCIS, 1928 model four-door saloon, wire wheels, open to any examination or trial, bargain, £49. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone,ulse 6464-5. 84-346

LEA-FRANCIS two-seater and dickey, 1926, f.w.b., very fast, excellent car, £18. Below.

LEA-FRANCIS, 1929 hyper sports four-seater, with or without supercharger, six wheels, Brooklands hub caps, wonderful car, £45. Fred Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 84-323

LEA-FRANCIS, 1930 12-40 drop-head coupe, looks like a 1933 bargain, £85. 69 St. Paul's Avenue, Willesden Green, London. 84-169

LEA-FRANCIS, £371! 75 m.p.h. two-carburettor 12-50 h.p. Brooklands model four-seater, servo-f.w.b., Rudge wire wheels, four speeds, tonneau cover, etc., perfect condition; terms. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 84-276

LEA-FRANCIS. Cooke's Motors offer Hyper-sports four-seater, super charge, splendid condition, £125. 10 Lower Grosvenor Place, S.W.1. Phone, Victoria 9730. 84-235

M.G. Midget, 1933, blue, J2, mileage 9,000, carefully used, £157 10s., including extras. Silverthorn, 2018 Chingford. 84-384

M.G.s. Broadway Motors for M.G.s.
1932 M.G. Magna Abbey Open International four-seater, £155. Below.
1932 M.G. Magna University drop-head four-seater coupe, £165. Below.
1932 Special Midget, blue, taxed year, £119.
1932 sportsman's saloonette, black and grey, unsoiled, taxed year, £160.
1932 Magna open two-four-seater, black and red, taxed, £150.
All the above cars guaranteed and in first-class condition. Motorcycles in exchange. Broadway Motors, 167 Great Portland Street, W.1. Welbeck 8874. 84-371

M.G. Magna, 1932 Foursome sports coupe, taxed, beautiful order, specially tuned, £150.
1933 M.G. Magna sports two-seater, very small mileage, £185.
1932 M.G. Magna four-seater, overhauled, £145.
Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 84-365

M.G. Midget, £110; 1931 Tickford sports coupe occasional F.O.C. coachbuilt body, specially tuned. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 84-364

M.G., 1930 (July) Midget, two-seater, many extras, super condition throughout, £65, taxed year. 73 Atkins Road, Balham, S.W.12. 84-m225

M.G., 1930 Midget sunshine sports coupe, black and orange; this car is in exceptionally fine condition, both mechanically and appearance, and has been in very careful hands since new, tax paid, £95. Harold Simons, Ltd., 511 Euston Road, N.W.1. Museum 4128-9. 84-330

M.G. Midget, £13 deposit or 135 guineas cash. 1933 J2 sports two-seater, duo-blue, one owner, very exceptional condition, taxed; exchanges. Rowland Smith. Choice of six Midgets. List, exchanges. Week-days, Saturdays, 9-9; Sundays, 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 84-299

M.G. Magna, 1932 sportsman's coupe, very small mileage, exceptional condition, £148; exchanges, deferred. Millars, 363 and 5 London Road, Mitcham. Phone 0829. 84-341

M.G. Midget. Special offer this month. See page 14. 84-153

M.G. Midget, 1930, two-seater, dark green, first-class condition and appearance, taxed, £64. Rosa Garage, Grange Park, N.21. Enfield 1189. 84-m114

M.G.s. Under £100. See page 24. 84-1216

M.G. Midget, 1931 sunshine coupe, one owner, in perfectly sound condition and carefully used, £125. Ratcliffe Bros., 200 Great Portland Street, W.1. (Museum 8603-4.) 85-143

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

M.G. Magna, 1932 four-seater coupe, finished in black-green, in excellent condition, £155. Central Motor Institute, Ltd., Finchley Road, N.W.5. Phone, Primrose 1161. 84-1208

M.G., 1933 J2 model, new, unregistered, exchanges. Below.

1933 M.G., J1 saloonette, practically new, bargain. Lionel H. Pugh, 56 South Molton Street, W.1. Mayfair 4433. 84-1231

M.G., 1933 J1 Midget, duo blue, excellent condition, £172 10s. The Bellevue Garage and Service Stations, Ltd., 18-19 Bellevue Road, Wandsworth Common, S.W.17. Battersea 0479. 84-1232

M.G. Kirk and Co. Compare our prices. Written guarantee for three months.

85 guineas. 1931 sportsman's sunshine coupe, pneumatic upholstery, chromium, Triplex, commodious luggage booth, etc., magnificently finished, black body, cream wheels, superb condition. Call and inspect. Selection of other models.

Kirk and Co. for generous exchange allowances; deferred terms made simple. Communicate with us. Distance no object.

22, 49 Praed Street, W.2. Paddington 6049. Close 8 p.m. weekdays, Sundays 10 a.m. to 1 p.m. 84-248

M.G. Midget, £72!! Very, very special late 1930 Midget two-seater, bodywork red and as new, spare on tail, special exhaust, stoneguard, large spring wheel, chromium, etc., 70 m.p.h.!! silent gears, exceptional job, guarantee; terms, exchanges. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 84-279

M.G. Brooklands Motor Co., specialists in M.G. cars, offers:-

1932 Magna Four-seater coupe, colour black and grey, small mileage, exceptional condition, £160; written guarantee; exchanges and private deferred terms. 331 Euston Road, N.W.1. Museum 3143-4. 84-184

M.G. Midget. Lane Motors. 1929, just rebored, brakes relined, 65 guineas; terms exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 84-201

M.G. F.O.C.H., Ltd. 1933 model 12 h.p. Magnette four-seater, green, one owner, carefully used, exceptional condition, taxed, 275 guineas.

F.O.C.H. 1932 12 h.p. sports four-seater, all green, exceptional condition, very smart, 135 guineas. 3-5 Heath Street, N.W.5. Hampstead 2215-6. Open Sunday mornings. 84-1268

M.G. Ward and Co. offer!!

£135 10s. 1932 M.G. Magna sports four-seater; another, in exceptional condition, taxed, positively as new, £145; self-financed deferred payments. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 84-214

M.G., 1932 Midget, red, panelled body, new tyres, folding hood and side screens, excellent condition throughout, taxed year, £115. Jarvis and Sons, Ltd., Victoria Crescent, S.W.19. Phone, Liberty 4656. 84-1292

MORGAN, 1930 Family, M. chassis, water-cooled, starter, taxed, new tyre, 15,000, one owner, any trial, £55. Housekeeper, 83 Cannon Street, E.C.4. 84-k457

MORGAN, Maskell for Morgans. Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

MORGAN. Naylor and Root, Ltd.

Largest Morgan Stockists in England.

Many of the following can be offered in duplicate, there being a difference in colour or specification. Full list on request.

£105. 1933 super sports, spare wheel, duo-green, small mileage.

£120. 1933 super sports, unregistered, duo-tone, special snip.

£98. 1933 sports, o.h.v., doors, 980 miles, duo-tone, as brand new.

£85. 1932 super sports, three-speed, starter, etc., duo-tone, choice five.

£72. 1931 super sports, M chassis, cycle wings, extras, smart.

£62. 1930 super sports, M chassis, speedometer, hood, good tyres; taxed.

£79. 1932 sports, o.h.v., three-speed, starter, etc., doors, very smart.

£78. 1932 sports family o.h.v., three-speed, dark blue, as new.

£69. 1932 Aero, s.v. J.A.P., one owner, M chassis, taxed December.

£59. 1931 Aero, o.h.v., M chassis, cycle wings, duo-tone, fast.

£49. 1930 Aero, s.v. J.A.P., M chassis, duo blue, nice condition.

£49. 1930 Aero, o.h.v. Anzani, f.w.b., flared wings, geared steering.

£42. 1929 Aero, s.v. J.A.P., f.w.b., speedometer, hood, pneumatic seats.

£39. 1928 Aero, o.h.v. J.A.P., f.w.b., geared, good tyres, choice two.

£25. 1926 Aero, o.h.v. Anzani, f.w.b., speedometer, hood, repainted.

£19. 1924 Aero, o.h.v. Blackburne, new tyres, extras, smart model.

£55. 1931 family, w.c., M chassis, side screens, very smart car.

£39. 1930 family, w.c. J.A.P., f.w.b., geared steering, repainted.

£32. 1929 family, w.c. J.A.P., good tyres, very smart, taxed December.

£20. 1927 family, s.v. J.A.P., f.w.b., dynamo, speedometer, good tyres.

£39. 1931 de luxe, w.c. J.A.P., starter, good tyres, very smart.

£29. 1930 de luxe, s.v. J.A.P., dynamo, f.w.b., side screens, etc.

Your present motorcycle, car or Morgan accepted in exchange, balance by deferred terms over 18 months if desired. Let us quote you.

Naylor and Root, Ltd., Morgan Specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. Battersea 5272 (seven lines). Open 9 a.m. to 8 p.m. (Wednesday 1 p.m.). Sundays 10 a.m. to 1 p.m. 84-164

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

MORGANS in Yorkshire. For easiest terms and highest possible exchange allowances, try Marsdens, St. Michael's Lane, Headingley, Leeds. zzz-360

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. 84-m126

MORGAN, 1932 super-sports, three-speed, reverse, starter, several extras, indistinguishable new, 86 guineas. Below. zzz-955

MORGAN, 1927 Family, w.c. J.A.P., excellent condition, f.w.b., 19 guineas; exchanges, deferred. Millars, 363 and 5 London Road, Mitcham. Phone 0829. 84-342

MORGAN. Private. 1930 super sports, 80 m.p.h., exceptional condition, new upholstery, door, £55. Croft, Hampshire Depot, Winchester. 84-m126

MORGAN Family, 1929, a.c. s.v. geared steering, in good condition, £25 or nearest offer. Greenhill, 15 Sunnyside, Epping. 84-m112

MORGAN, 1928 de luxe model, J.A.P. engine, water-cooled, insured April, 1934, good running order, £20. Woodside, New England Road, Haywards Heath, Sussex. 84-k875

MORGAN, 1926 Family, w.c., f.w.b., hood, dynamo lighting, paint and general condition good, £12; evenings. Gentry, Earlharn, West Street, Ewell, Surrey. 84-m176

MORGAN, 1928, o.h.v. w.c. Anzani, f.w.b., geared steering, recently overhauled, many extras, mechanically perfect, taxed December, £32 10s. Hindmarsh, 96 Belgrave Road, S.W.1. Victoria 3547. 84-m236

MORGAN, Family, 1925, w.c. J.A.P., D.L., £14; taxed. Woolnough, 22a Anerley Grove, S.E.19. 84-m237

MORGAN, 1927, de luxe, J.A.P., w.c., dynamo, insured March, 1934, good condition, £18. 142 Mildenhall Road, Clapton, E.5. 84-m222

MORGAN, Aero 1927, o.h.v. J.A.P., blue and cream, four-one steering, cream spring heel, bumper, special rear brake, host extras, all chromed fittings, enthusiast's job, £40; seen by appointment. Phone, New Cross 1395. 84-m217

MORGANS. List free. Terms, exchanges. Rowland Smith. Below.

£8 deposit or 82 guineas cash. 1933 Super Sports, specially tuned racing o.h.v. J.A.P., straight-through exhausts, hood, cycle-type wings, one owner, small mileage, practically new, taxed.

£7 deposit or 72 guineas cash. 1932 Aero, racing o.h.v. J.A.P., black and green, three speeds and reverse, electric starter, straight-through exhausts, hood, reduced steering, one owner, exceptional condition, taxed.

£7 deposit or 72 guineas cash. Late 1931 Super Sports, specially tuned racing o.h.v. J.A.P., black and red, straight-through exhausts, hood, foot accelerator, cycle-type wings, carefully used, very exceptional condition.

£5 deposit or 49 guineas cash. Late 1930 Aero, racing o.h.v. J.A.P., blue and red, cycle-type wings, reduced steering, foot accelerator, hood, straight-through exhausts, carefully used, exceptional condition, taxed.

£4 deposit or 45 guineas cash. December (1929) Super Sports, specially tuned racing o.h.v. J.A.P., red and cream, straight-through exhausts, cycle-type wings, very good condition, taxed.

£4 deposit or 42 guineas cash. 1930 Aero, J.A.P., red, f.w.b., reduced steering, hood, exceptional condition, taxed.

£4 deposit or 39 guineas cash. 1928 Super Sports, specially tuned racing o.h.v. J.A.P., straight-through exhausts, cycle-type wings, hood, practically un worn tyres, very good condition, taxed.

£4 deposit or 39 guineas cash. Late 1929 Aero, o.h.v., Anzani, f.w.b., red and black, cycle-type wings, hood, straight-through exhausts, reduced steering, spotlight, carefully used, exceptional condition, taxed.

£4 deposit or 39 guineas cash. Late 1930 Family, J.A.P., dynamo, f.w.b., reduced steering, very exceptional condition, year's tax.

£3 deposit or 29 guineas cash. 1928 Family, w.c. J.A.P., dynamo, f.w.b., very good condition, taxed.

£3 deposit or 19 guineas cash. Late 1925 Aero, o.h.v. Anzani, f.w.b., dynamo, straight-through exhausts, hood, very good condition, taxed.

£14 guineas. Late 1927 Family, w.c. J.A.P., dynamo, f.w.b., very good condition, taxed.

12 guineas. Late 1927 two-seater, J.A.P., dynamo, f.w.b., hood, very good condition, year's tax.

Rowland Smith, High Street, Hampstead. (Hampstead Tube). Week-days, Saturdays, 9-9; Sundays, 9-1. Hampstead 6041-6. 84-311

MORGAN, 1932 super-sports, three-speed, reverse, starter, several 1933 fittings, newly cellulosed blue and grey, hood, insured full comprehensive March, 1934, £85. Hardcastle, 55 Beaconsfield Road, West Croydon. 84-m192

MORGAN, 1929 (April) super-sports o.h.v. J.A.P., f.w.b., cream-maroon, exceptionally sound, taxed, £48. Below.

1925 (May) Family four-seater, w.c. J.A.P., dynamo, good battery, splendid runner, £16. Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-256

MORGAN, 1930½ super-sports o.h.v. J.A.P., red, yellow wheels, M chassis, f.w.b., hood, luggage grid, excellent condition, taxed, £57 10s. 32 Coleridge Avenue, Sutton. Telephone 3611. 84-m188

MORGAN, 1928 Family, special four cam J.A.P. engine, electrically equipped, super condition, taxed December, £30. 97 Sydney Road, West Wimbledon, S.W. 84-1309

MORGAN, 1927 de luxe, J.A.P. engine, dynamo lighting, f.w.b.s., new tyres, water-cooled, taxed, £19. Pritchett's Service Garage, 139-143 Merton Road, Wimbledon, N.W.19. Phone, Liberty 4676-7. 84-1228

MORGAN bargains! Morgan bargains!! During September clearance sale Colmore offer several real good used Morgan three-wheelers at pounds below current market value. Write for "Clearance List—Used Three-wheelers," Colmore Depot, 77-85 Station Street (and 20-30 Hill Street), Birmingham. 84-1225

**SECOND-HAND
 LIGHT CARS AND CYCLECARS FOR SALE**
 (continued).

MORGAN, 1932 super-sports 10 h.p. w.-c. J.A.P., three speeds, reverse, starter, year's tax, finished green and cream, £85. Whitbys. Below.

MORGAN, 1927 de luxe two-seater, J.A.P., w.-c., dynamo, hood, taxed, excellent condition, £22 10s. Motorcycles or B.S.A. three-wheelers taken in exchange; easy terms. Whitbys, 7 The Vale, Acton, W.3. She. 84-1502

MORGAN, 1929 Aero J.A.P., cycle wings, large lamps, new tyres, hood, f.w.b., geared steering, taxed, very fast, fine condition, £35. Camden Motors, Buck Street, Camden Town. 84-390

MORGAN, 1933 super sports two-seater, 10-40 o.h.v. racing J.A.P., outside exhaust, spare wheel, three speeds, Magna hubs, in brand-new condition throughout, 90 guineas; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 84-378

MORGANS. Douglass for Morgans.

1924 De Luxe water-cooled Blackburne, dynamo lighting, complete, £10.
 1925 De Luxe, water-cooled, Magdyno, all new tyres, good hood, £16.

1927 8 h.p. s.v. air-cooled J.A.P. family, fully equipped, f.w.b., new hood, £25.

1928 Aero, water-cooled o.h.v. Anzani, f.w.b., fully equipped, smart and reliable, £38.

1929 10-40 o.h.v. Aero J.A.P., fully equipped, f.w.b., recellulosed, very fast, new tyres, £49.

1929 Family 8 h.p. J.A.P., fully equipped, £32.

1930 Family 8 h.p. J.A.P., fully equipped, £40.

Every spare, every repair, immediate delivery of new cars.

Buy from a specialist, not a jack-of-all makes.

F. H. Douglass, the Morgan specialist, St. Mary's Square, Ealing, W.5. Phone 6470. Grams, "Mordug, Ealux." 84-179

MORGAN, 1931 Aero 10-40 o.h.v. water-cooled J.A.P. M chassis, cycle-type wings, perfect throughout, £65. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Phone, Blackfriars 9352. Exchanges, deferred. Cars bought for cash. 84-1286

MORGAN. Lane Motors for Morgans.

1928-9, Aero o.h.v. and s.v., several, from 35 guineas.

1927-8, Aero o.h.v. and s.v., several, from 25 guineas.

1925-6, Aero, 8 h.p., perfect, 25 guineas.

1925, Family, 8 h.p., perfect condition, 19 guineas.

1925-6, Aeos, several, from 19 guineas. Terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 84-206

MORGAN. Homacs have for disposal the following guaranteed Morgans:

1932 Super-sports, 10 h.p. o.h.v. J.A.P., three speeds and reverse, starter, very fast, perfect, £89 10s.

1932 Super-sports, 10-40 h.p. o.h.v. J.A.P., three speeds and reverse, splendid order, £89 10s.

1929 Aero 10 h.p., o.h.v. J.A.P., front-wheel brakes, just repainted, black and red, very smart, any trial, £52 10s.

1927 Aero, 10 h.p., o.h.v. J.A.P., many extras, nice machine, £42 10s.

1927 Aero, 9 h.p. Anzani, o.h.v., new tyres all round, gorgeous, £39 10s.

1927 Aero, 8 h.p., side-valve J.A.P., excellent paintwork, 100%, £32 10s.

1927 Aero, 10 h.p., o.h.v. J.A.P., many extras, perfect throughout, £42 10s.

1927 Family 8 h.p. air-cooled J.A.P., dynamo, f.w.b., £25 10s.

1926 Family, 8 h.p. water-cooled J.A.P., really good serviceable machine, £17 10s.

Exchanges or terms arranged on any of the above. Homacs, the official London-Morgan Service Depot, 243-247 Lower Clapton Road, E.5. Phone, Clissold 9616-17. 84-1275

MORGAN. F.O.C.H., Ltd. 1931 (late) Family four-seater, 8 h.p. J.A.P. blue, f.w.b., starter, close-up wings, hood and side curtains, luggage grid, electric screen wiper, one owner, carefully used, exceptionally good condition, 45 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 84-1269

MORGAN, 8 h.p., 1926 de luxe two-seater J.A.P. engine, bargain to clear, licensed, 14 guineas. Norringtons, 245 Goldhawk Road, Shepherd's Bush. 84-1252

MORGAN, 1926 Aero, s.v. J.A.P., water-cooled, recently overhauled, excellent condition, new tyres, fast, taxed, £27. 1 Parkside, N.3. Finchley 1686. 84-m256

MORRIS Minor. F. G. Smith (Motors), Ltd. Self-conditioned Morris Minors, 1929 saloons from £55; 1930 saloons from £70; 1931 saloons from £90, with sliding roof; extended payments and trial. High Road, Goodmayes. Phone, Seven Kings 1000 (seven lines). zzz-762

MORRIS Minor, 1932 coachbuilt sun saloon, black and green, condition as new, one owner, taxed, £75. K.J. Motors, Bromley, Kent. Ravensbourne 3456 and 7. 85-627

MORRIS Minor, 1932 s.v. coachbuilt sunshine saloon, very carefully used, magnificent condition throughout, taxed, £67 10s.; exchanges and deferred. Haskins, 155 Ladbroke Grove, Park 5541. 84-336

MORRIS Minor, 1930, fabric saloon, excellent runner, £50. Below.

1930 Morris Minor coachbuilt saloon, in excellent condition, £55. Below.

1931 Morris Minor o.h.v. coachbuilt saloon, sunshine roof, positively as new, £65. Below.

1931 Morris Minor sports two-seater, £60. Terms, exchanges, etc. 180 West End Lane, N.W.6. West Hampstead Met. Railway Station. Hampstead 0523. Sundays 11-2.30. 84-286

**SECOND-HAND
 LIGHT CARS AND CYCLECARS FOR SALE**
 (continued).

MORRIS Minor, 1933 new shop-soiled sunshine saloon, finished blue, makers' guarantee, special bargain, £110.

MORRIS Minor, 1933, two-seater, finished green and black, four speeds, mileage 8,000, practically in new condition throughout, £86. Below.

MORRIS Minor, 1932, coachbuilt sunshine saloon, finished blue and black, exceptional condition throughout, £78. Below.

MORRIS Minor, 1932, two-seater, finished blue, taxed December, small mileage, super condition throughout, £71 10s. Deferred terms. W. E. Humphreys, Ltd., 122 Hampstead Road, N.W.1. Phone, Museum 9515. 84-283

MORRIS, £45; 1930 saloon Minor, good condition, new tyres, taxed quarter. 26 Village Road, Enfield 1537. 84-m216

MORRIS Ten. Special offer this month. See page 14. 84-160

MORRIS Minors. List free. Terms, exchanges. Rowland Smith, Below.

£7 Deposit or 72 guineas cash. 1932 coachbuilt sunshine saloon, blue, very exceptional condition.

£7 Deposit or 69 guineas cash. 1932 model, coachbuilt saloon, blue, carefully used, very exceptional condition.

£6 Deposit or 65 guineas cash. 1932 two-seater, carefully used, exceptional condition.

£5 Deposit or 55 guineas cash. 1931 two-seater, carefully used, very exceptional condition.

£3 Deposit or 29 guineas cash. Late 1929 fabric saloon; taxed. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. 84-309

MORRIS Minor saloon, 1930, one owner, two original tyres, two new Fort Dunlops, particularly clean, £39; motorcycle accepted part exchange. "Bungalow," Verbena Gardens, Hammersmith. (Near "Commodore.") 84-m174

MORRIS Minor, 1932, two-seater, black and green, super condition in every way, any trial, taxed, £57 10s. Tynley House, Tynley Road, Bromley, Kent. 84-m171

MORRIS Minor. Cass's Motor Mart, Ltd. (established 1911). 1933 sunshine saloon, new, black and green, £110.

MORRIS Family Eight, 1933 sunshine saloon, black and green, mileage 5,000, £110, works conditioned, genuine written guarantee. 5 Warren Street, W.1. Museum 0623. 84-140

MORRIS Minor. Special offer this month. See page 14. 84-154

MORRIS Minor fabric saloon, 1929, taxed December, 40 miles gallon; quick sale. Idawaya, Grosvenor Street, Leicester. 84-m124

MORRIS. Under £100. See page 24. 84-1217

MORRIS Minor, new shop-soiled sunshine saloon, makers' guarantee, list price £125, special price £115. H. A. Saunders, 330 Euston Road, N.W.1. Museum 4511. 84-274

MORRIS Minor, 1930 four-seater, taxed year, insured, £38. Fred Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 84-313

MORRIS Minor, 1932 (July) two-seater, blue, beautifully maintained, fitted various extras, clock, luggage carrier, etc., taxed, £68, or instalments. Wimbush, Earl's Court. Flaxman 8859. 84-299

MORRIS Minor, 1930 special sportsman's coupe, sunshine roof, taxed, £37. Rear of 245 Maida Vale, W.9. 84-1248

MORRIS Minor, 1932 (July) coach sun saloon, small mileage, exceptionally well cared for, taxed, £75. Leeds and Oxley, 13 Park Crescent Mews East, Great Portland Street, W.1. Phone, Welbeck 7067. 84-1307

MORRIS'S. Newnhams for good Morris's at right prices; few examples below, but full list on request. Self-financed terms and generous exchange allowances.

1932 Family Eight coachbuilt sun saloon, moderate mileage only, £89.

1931 8 h.p. coachbuilt sun saloon, particularly smart little car, £59.

1930 8 h.p. fabric saloon, first-class appearance, etc., £35.

Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4666. 84-1324

MORRIS Minor. Andrew of Mortlake offers:—
 Saloons and open models, 1928-32, from £18. Guaranteed before and after sale, taxed and insured. Self-financed terms from £8; generous exchanges. Write for particulars, 37 Sheen Lane, Mortlake (Station). Prospect 3332. 83-1327

MORRIS Minor. 1933 sunshine saloon, black-green, small mileage, new February, as new throughout, taxed December, £100. Below.

1932 sunshine saloon, blue, first-class mechanically, coachwork A1, taxed, £80. Below.

1932 saloon, black-green, perfectly kept by one owner-driver, original tyres good, coachwork A1, taxed year, £75. Below.

1932 (January) four-seater tourer, dark blue, very small mileage, tyres almost as new, coachwork unblemished, £70. Below.

1932 two-seater, black-green, good order throughout, coachwork unblemished, any trial, £69. Below.

1931 (April) o.h.v. sunshine saloon, dark-blue, private use throughout, most attractive order, £65. Below.

1930 coachbuilt sunshine saloon, dual brown, three brand-new tyres, one change ownership, taxed year, £53. Below.

1930 four-seater tourer, brown, leather hood, A1 order throughout, taxed, £43. Below.

1929 (June) saloon, brown, one owner throughout, particularly clean, taxed year, £43. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-267

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

MORRIS Family Eight, 1932 sunshine saloon, dark blue, one owner, showroom order throughout, taxed, £95. Smith and Hunter, 407 Edgware Road. Ambassador 1011. 84-258

MORRIS Minor, 1933 sun saloon, mileage 5,000, £97 10s. Paul and Co., 114 Great Portland Street. Museum 8454-5. 84-273

MORRIS Minor, 1929 saloon, splendid condition, taxed and insured, £35. "Abbot House," Victory Avenue, Morden. 84-m140

MORRIS Minor, 1932 coachbuilt sunshine saloon, like new, one owner, taxed year, £75. Barley Mow, West Horsley, Surrey. Phone, East Horsley (2). 84-1207

MORRIS Minor, 1930, tourer, in splendid condition, one owner, taxed, £32. Barley Mow, West Horsley, Surrey. Phone, East Horsley (2). 84-1206

MORRIS Family Eight, £85; July, 1932, four-door coachbuilt saloon, sunshine roof, Magna wheels, new condition throughout. Below.

Morris Minor, £40; 1930, fabric saloon, extremely good condition. Below.

Morris Minor, £30; 1929, fabric saloon, exceptionally good condition; another, £25. Exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 84-224

MORRIS. Speechley's, Specialized Morris Minor Dealers. Below.
1933 Morris Minor two-seater, black and green, original tyres, mileage 4,000, faultless condition throughout and indistinguishable from brand new, taxed, £77. Below.

1932 Morris Minor, sunshine saloon de luxe, superlative condition, appearance perfect and very attractive, tyres practically unworn, very small mileage, taxed, £75. Below.

1932 Morris Minor two-seater, blue, superlative condition in every respect, tyres nearly new, exceptionally good mechanically, taxed, £67. Below.

1931 Morris Minor, sunshine saloon, coachbuilt de luxe model, black cellulose, in beautiful condition, brown leather upholstery, many useful extra fittings, mechanical inspection welcomed, a perfect car, taxed, £65. Below.

If your choice is a Morris Minor you will be wise to come along and see our very extensive stock, comprising practically every type and body style. Below.

Every car is covered by our written three months' "same-as-maker" guarantee. Below.

Speechleys, 395 Edgware Road, W.2. Open 9-8. all the week; Sunday, 10-1. Telephone, Ambassador 1300. 84-151

MORRIS Minor, 1933 saloon, brand new, unregistered, guarantee, £99 10s. 69 St. Paul's Avenue, Willesden Green, London. 84-166

MORRIS Minor, 1931 coachbuilt sun saloon, excellent condition, £58; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 84-1300

MORRIS Family Eight. Newnham's offer 1932, splendid condition self-financed hire-purchase, £95. 136 Streatham Hill. Tulse Hill 6222. 84-148

MORRIS. Broadway Motors for Morris cars.
1932 Family Eight, four-door sun saloon, taxed year, perfect order, one owner, £95. Below.

1932 Minor two-seater, taxed, one owner, £62 10s. Below.

1933 Minor two-seater, four-speed, run 5,000 miles, as new, taxed, £80. All the above cars are guaranteed and in first-class condition. Motorcycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874. 84-373

MORRIS Minor, 48 guineas; terms, exchanges!!! 1931 side-valve four-seater, taxed, condition perfect throughout. 368 Hornsey Road, N.19. Archway 3294. 84-382

MORRIS Minor 1929 saloon, taxed, exceptionally well kept, £36.

MORRIS Minor, 1930 saloon, safety glass, bumpers, smart appearance, taxed and insured, £42.

MORRIS Minor, 1932 coachbuilt saloon, bumpers, year's tax, one owner, 2,000 miles only, £85. Motorcycles exchanged. Terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 84-380

MORRIS Minor, two-seater, side valve, 1931, finished grey, in beautiful condition throughout, any trial, taxed to end of year, £55; exchanges and terms. Barter and Rowson, 202 East Hill, S.W.18. Battersea 3065. 84-3-3

MORRIS Minor, 1933 coachbuilt sun saloon, show-room condition, licensed, only 88 guineas. Below.

MORRIS Minor, 1930 safety saloon, exceptionally well maintained, blue, licensed, 58 guineas; also 1929 Minor tourer, excellent throughout, 32 guineas; exchanges, etc. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2565. 84-1257

MORRIS Minor, 1932 8 h.p. s.v. two-seater, black and green, very nice order, one owner only, £68. Beechings, Ltd., Farnborough, Hants. Phone, 279. 84-1262

MORRIS Minor, 1930 saloon, taxed, insured, good oil consumption guaranteed, very carefully used, £47 10s. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 84-186

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

MORRIS Family Eight, 1932, colour blue, sunshine roof, almost as new throughout, £95. Below.

MORRIS Minor, s.v. saloon, 1932, one owner only, black and green, absolutely spotless, taxed to December, £79. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 84-137

MORRIS Minor, £49 10s. 1930 saloon, small mileage, excellent condition, three in stock, from £49 10s. Below.

£77 10s. 1932 Morris Minor coachbuilt saloon, small mileage, black; another, blue, £79 10s.; exchanges, terms. Below.

£79 10s. 1933 Morris Minor two-seater, four-speed, one owner, definitely as new. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 84-207

MORRIS Minor, 1929 saloon, perfect running condition, bargain, £38. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Phone, Blackfriars 9352. Exchanges, deferred. Cars bought for cash. 84-1285

MORRIS Minor, 1930 saloon, full equipment, taxed, £36. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 84-223

MORRIS Minor, 1932 coachbuilt sun saloon, £79 10s., choice of three, green, black and blue.

1932, black and green two-seater, £63 10s.

1930 Arrow two-seater, sports, £52 10s.

1929, Fabric saloon, choice of three, £37 10s. Crossland Motors, Bromley Common, Kent. Ravensbourne 1375. 84-1280

PEUGEOT Seven, two-seater, November, 1926, perfect, £10. 55 Colin Park Road, Colindale, N.W.9. 84-m177

RENAULT Nine, 1927 tourer, really good little car, repainted, f.w.b., £17 10s. 16a Temple Gardens, Golders Green. Speedwell 2836. 84-343

RENAULTS. The following cars carry our usual guarantee. Deferred terms; exchanges. Welham's Renault Sales and Service, Surbiton Hill Road, Surbiton. Elmbridge 1873.

1931 Speed Four saloons, overhauled, new tyres, maroon, blue, £60, £75, £80.

1929 Twelve-Five tourer sports five-seater, taxed, £40.

1928 Twelve-Five Monasix, Weymann saloon, taxed December, £35. 84-1278

RILEY specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474

RILEY 9 Monaco saloon, July, 1932, paint and coachwork unscratched, mechanically perfect, one owner, £210. Hall and Couper, Ltd., Catherine Street, St. Albans. Phone 636. zzz-814

RILEY Nine Monaco saloon blue, with red wheels, complete and in sound condition, taxed, £45. K.J. Motors, Bromley, Kent. Ravensbourne 3456 and 7. 85-628

RILEY Nine, 1932 Monaco saloon, sunshine roof, unmarked, finished black and green, taxed, absolutely as new, £180; terms, exchanges. G. Wilkin, 26 London Road, Kingston. Phone 0722. zzz-611

RILEY, 1931 9 h.p. Monaco sun saloon, really exceptional car, £135. Below.

1929 9 h.p. Monaco Mark IV saloon, most attractive throughout, £68. Newnham House, 237 Hammersmith Road, London, W.6. Riverside 4646. 84-1319

RILEY, 1932 Monaco sunshine saloon, grey-green, mileage under 10,000, super condition throughout, a faultless car, one owner, £180. Below.

1931 Monaco sunshine saloon, maroon, all new tyres, A1 lot, taxed year, £130. Below.

1930 Monaco saloon, blue, leather to match, good tyres, Triplex throughout, clean and well-kept, £100. Below.

Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-268

RILEY. Special offer this month. See page 14. 84-162

RILEY, 1929, Mark IV saloon, taxed, exceptionally nice condition, £80. Below.

RILEY 1931 Monaco saloon, black-red, excellent condition and appearance, £135. Paul Sawyer and Co., 72 Great Portland Street. Museum 1925. 84-272

RILEY. Cookes Motors offer 1929 Mark IV 9 h.p. Biarritz saloon, good order, £75. Brighton Road, Sutton, Surrey. Phone, Sutton 3800. Open daily 9-8, including Sundays. 84-241

RILEY Nine, 1931 Monaco saloon, Plus model, small mileage, carefully used, £135; terms, exchanges, etc. 180 West End Lane, N.W.6. West Hampstead Met. Railway Station. (Hampstead 0525.) Sundays 11-2.30. 84-287

RILEY, 1924, sound condition, room wanted; what offers? Taxed, insured. Rawlins and Co., 5 Silchester Street, Walmer Road, W.10. 84-h193

RILEYS. Under £100. See page 24. 84-1238

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the Editor of "The Commercial Motor." 2/6 net; 2/9 post free.

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

RILEY Nine, £55!! Monaco saloon, black-red, excellent condition, terms. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 84-277

RILEY Nine, 1929 Monaco saloon, clean, well-kept car, £68. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 84-366

RILEY Nine, £175. 1932. sun roof, coachbuilt saloon, shop-soiled condition, taxed. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 84-357

RILEY, 1931 (March) Monaco sun saloon, exceptional condition, taxed year, £115. Denews Motors, 1 Bush Hill Parade, N.9. Phone, Enfield 2623. 84-1237

RILEY Nine, 1930 Monaco saloon, as new, black body, red wire wheels, bargain, £100. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Phone, Blackfriars 9352. Exchanges, deferred. Cars bought for cash. 84-1284

RILEY. Ward and Co. offer:-

£92 10s. 1930 Riley Nine Monaco saloon, several extras, any inspection.

£95 10s. 1930 Riley Nine Biarritz saloon, specially tuned engine, as new.

£129 10s. 1931 Riley Nine Monaco four-door saloon, carefully used, discs, definitely in 1933 condition, small mileage, genuine bargain.

£132 10s. 1931-32 Riley Nine Hoyal drop-head foursome coupe, coachbuilt, very attractive.

£177 10s. 1932 Riley Nine Monaco coachbuilt saloon, small mileage, positively as new; another, special series, twin carbureters, etc., £187 10s.; exchanges, terms.

£247 10s. 1933 Riley Nine Ascot coupe, brand new, shop-soiled, unused, unregistered, fully guaranteed. Ward and Co., 5 Upper Richmond Rd., East Putney. Putney 2818. 84-209

RILEY Nine Monaco saloon, sun roof, black-green, 2,400 miles, exactly brand new, £245. Evans (Wimbledon), Ltd., Alexandra Road. Wimbledon 3506. 84-192

RILEY Nine, 1931 Special Monaco saloon, sun roof, twin carbureters, taxed, exceptional condition, £138. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4653-4. 84-189

RILEY Nine, 1929 sports Monaco saloon, special mudguards, attractive condition, licensed, 60 guineas; exchanges, etc. Norringtons, 245 Goldhawk Rd., Shepherd's Bush. Riverside 2365. 84-1253

ROVERS. Under £100. See page 24. 84-1219

ROVER Ten. 1930 sportsman's coupe, four seats, sunshine roof, excellent car, £57. Fred Guy, 198 King Street, near Blue Hall, Hammer-smith. Riverside 4652. 84-321

ROVER. Special offer this month. See page 14. 84-161

ROVER Nine aluminium super sports two-seater, exceptional condition throughout, £23; exchanges. Yarwoods, Stoneley South, High Road, Tottenham. Phone, 3122. 84-320

ROVER Ten, 1928 four-door saloon, leather upholstery, £37 10s. Below.

1929 Rover Ten sports coupe, Weymann body, sun roof, taxed, £55; terms, exchanges, etc. 180 West End Lane, N.W.6. West Hampstead Met. Rly Stn. Hampstead 0523. Sundays 11-2.30. 84-288

ROVER. 1933 coachbuilt sunshine saloon, 10 h.p., four-speed, unused and unregistered, shop-soiled, £200 list price, to clear £165. Below.

1928 10 h.p. four-door Weymann sunshine saloon, very good tyres, maroon, taxed, £32. Smith and Hunter, 407 Edgware Road. Ambassador 1011. 84-260

ROVER, £12. Nine coupe, 1926, taxed, repainted, excellent tyres, mechanically sound. Ross, Bodiam, Brighton Road, Banstead. Burgh Heath 1152. 84-m127

ROVER Nine, 1927, two-seater, dickey, good condition, overhauled, economical running. P. Appleyard, 29 Woodlands Road, Gillingham, Kent. 84-k954

ROVER, 1930, 10.25 sunshine saloon, very clean condition, £70. Bruton Garages, Ltd., 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 84-1245

ROVER Ten, 1931 Regal coachbuilt sunshine saloon, excellent, £85. Would exchange B.S.A., Morgan and £60. "St. Anthony's," Shifnal Salop. 84-m167

ROVER Nine, 1926, two-seater and dickey, f.w.b.s, taxed, £10. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 84-221

ROVER. J. A. Baxter offers:-

1933 10 h.p. Rover Special saloon, new and unregistered, maker's guarantee, list price £228, genuine bargain, £189.

1933 10 h.p. Rover saloon, four speeds, new and unregistered, maker's guarantee, list price £200, genuine bargain, £155. 31 Spenser Street, Victoria Street, S.W.1. Victoria 7548-9. 84-1227

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

ROVER Ten, 1928 saloon, £30, performance, condition good. 65 Truro Road, Wood Green, N.22. 84-m232

ROVER. Cookes Motors offer 1933 Pilot sportsman's four-seater coupe, free wheel, etc., like new, cost £300, bargain, £200. 10 Lower Grosvenor Place, S.W.1. Phone, Victoria 9730. 84-236

ROVER Ten. Cookes Motors offer 1931 saloon, sliding roof, wire wheels, as new, £79. Brighton Road, Sutton, Surrey. Phone, Sutton 3800. Open daily 9-8, including Sundays. 84-239

ROVER, late 1928, Riviera sunshine saloon, taxed year, splendid tyres, excellent runner, very roomy, only £50. Camden Motors, Buck Street, Camden Town. 84-394

ROVER Nine, £18!!! Touring, f.w.b., economical, good. Frazier Garage, Oakley Street, Waterloo, S.E. Hop 5411. 84-360

ROVER Ten, 1929 sportsman's coupe, sun roof, taxed year, maroon and black, good order, £52 10s. Motorcycles in exchange. Broadway Motors, 167 Great Portland Street, W.1. Welbeck 8874. 84-372

ROVER Ten, £135!!! 1932 sports four-seater speed model, cut-away driver's side, 70-80 m.p.h. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 84-362

ROVER, £55!!! 1930 series 10 h.p. sunshine roof saloon, rebored, special pistons by makers. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8135-6-7. 84-358

ROVER. F.O.C.H., Ltd. 1926 9hp four-seater, brown, f.w.b., four doors, excellent tyres, taxed, 15 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 84-1266

ROVER. Lane Motors. 1928 9.8 saloon, rebored, 39 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 84-202

ROVER. Special offer!!!

£157 10s. 1933 Rover Ten four-door Family saloon, four speed, coachbuilt, sun roof, fully guaranteed, fully equipped to makers' specification, various colours; self-financed deferred payments. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 84-208

ROVER Ten, 1931 coachbuilt sunshine saloon, one owner, as new, £78. Denews Motors, 1 Bush Hill Parade, N.9. Phone, Enfield 2623. 84-1238

SALMSON. £30! 1928 twin-camshaft sportsman's coupe, excellent condition. Parwood, East Hill, Wandsworth. 84-1293

SALMSON, £37 10s.; late 1927 twin overhead camshaft, Grand Sports four-seater, in excellent condition throughout; any trial; exchanges. Belvedere Road, Westminster, S.E.1 (opposite County Hall). Phone, Hop 1433. Open Sunday mornings. 84-178

SALMSON, late 1927 special coachbuilt saloon, f.w.b., good tyres, taxed, direction indicators, twin wipers, etc., £22 10s.; exchange Austin Seven, 105 Woodcote Grove Road, Coulsdon. Purley 891. 84-m213

SALMSON. C. and K. Motors offer the following Salmson bargain:-

£57 10s. 80 m.p.h. 1929 twin overhead Grand Prix, new tyres, under-slung chassis, overhauled and specially tuned, refabricated, four headlights, fog light, every conceivable extra, absolutely 100% condition throughout. C. and K. Motors, 5 Putney Bridge Road, S.W.18. Putney 2728. 84-333

SALMSON. Lane Motors. 1926 10 o.h.v. two-seater, 18 guineas; another, 13 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 84-203

SALMSON. Vadum Co., specialists since 1925 in 9.5 h.p. twin-cam shaft Salmsons, tuned by us to cruise 50-55 m.p.h.; 35-40 m.p.g., efficient overhaul, good used spares, deferred. Open Saturdays.

33 guineas. 1927 Grand Prix, streamline San Sebastian racing body, balloons, large f.w.b., Aero screens.

59 guineas. 1930 registration four-door Grand Prix saloon, large f.w.b., cloth upholstery, cowled radiator, shaped luggage trunk, taxed.

15 guineas. 10.4 twin camshaft coachbuilt three-seater, large f.w.b.

29 guineas. 1928 o.h.v. eight-rocker drop-head coupe de luxe, capacious dickey, splendid balloons, beautifully appointed car.

37 guineas. 1927 model Grand Prix special, ball-bearing engine, four speeds, really beautiful appearance, taxed.

69 gns. 1930 (July) long-tail Grand Prix two-seater, special hood and screen, stoneguards, beautiful appearance and condition, under-slung, taxed; another, 1928½, 49 guineas.

SALMSONS urgently wanted. Vadum Co., 352 High Road, Willesden Green, N.W.10. Willesden 2469. 84-219

SENECHAL! Hyper sports, £30, entirely reconstructed this year, very low and fast (looks like Brooklands Riley), large f.w.b., etc. Camden Motors, Buck Street, Camden Town. 84-396

SINGER, 1933 Nine saloon de luxe, showroom soiled only and unregistered, green and black, sliding roof, hide upholstery, window louvres, bumpers, etc., listed at £174, reduced to £155; exchanges, deferred. Sandford's Service Station, Kingston Road, Leatherhead. Phone 78. zzz-609

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

SINGER. Special offer this month. See page 14. 84-157

SINGER Junior sportsman's coupe, 1929 (June), black and red, taxed year, excellent condition, £34. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 85-x567

SINGER Nine sunshine saloon, brand new, makers' guarantee, sale price £142 10s.; exchanges, deferred. Penge Motors, Green Lane, Penge. Sydenham 0604. 84-171

SINGERS. Under £100. See page 24. 84-1220

SINGER Junior, £4 deposit or 39 guineas cash. 1929 model Porlock sports two-seater, primrose and black, exceptional condition. Taxed. Exchanges. List. Week-days Saturdays 9-9. Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 84-307

SINGER Junior, 1930, two-seater, in almost new condition, £39; exchanges, terms. Yarwoods, Stoneley South, High Road, Tottenham. Phone 5122. 84-329

SINGER Eight, Porlock sports, perfect, any trial, taxed and insured year, £38. Mr. Rogers. Man. 6448, 10-4 p.m. 84-x570

SINGER Juniors. Kirk and Co. Compare our prices. Written guarantee for three months.

89 Guineas. 1932 Family Eight coachbuilt saloon, magnificent. (Paddington.)

59 Guineas. 1931 coachbuilt saloon, Triplex. (Highbury.)

58 Guineas. 1931 model coachbuilt saloon, attractive. (Paddington.)

54 Guineas. 1931 o.h.v. sports two-seater. (Paddington.)

49 Guineas. 1930 coachbuilt sun saloon, reliable. (Paddington.)

45 Guineas. 1930 model fabric saloon. (Paddington.)

Selection of other models.

Kirk and Co. for generous exchange allowances; deferred terms made simple. Communicate with us; distance no object.

22, 49 Praed Street, W.2 (Paddington 6049); 28, 30, 32 Highbury Corner, N.5 (North 4784). Close 8 p.m.; Sundays, 10 a.m. to 1 p.m. 84-247

SINGER Junior. Cookes Motors offer: 1932 saloon, appearance like brand new, £79. Brighton Road, Sutton, Surrey. Phone, Sutton 3800. Open daily 9-8, including Sundays. 84-240

SINGER Junior tourer, 1928, little used (under 19,000 miles), practically new condition throughout, £22, taxed, insured. 8 Carholme Road, S.E.25. 84-m224

SINGER Eight, 1928 coachbuilt saloon, wonderful condition, taxed, £32 10s.; terms, exchanges, etc. 180 West End Lane, N.W.6. West Hampstead. Met. Rly. Stn. Hampstead 0523. Sundays 11-2.30. 84-289

SINGER. £47!! Porlock, late 1930 sports two-seater, taxed December, chromium, indistinguishable from new; written guarantee; terms. J. K. Greenwood and Co., Ltd., 30a Highgate Road, N.W.5. Gulliver 2251-2. 84-280

SINGER, 1932 (July) 10 h.p. sunshine saloon, dark blue, leather upholstery, mileage 8,000, attractive, taxed, £110. Below.

1931 (February) Junior sun saloon, maroon, same owner since new, wire wheels, beautifully kept, £68. Below.

1931 Junior sunshine saloon, blue, loose upholstery covers, good tyres, very attractive, taxed, £68. Below.

1928 Junior saloon, privately owned, electrical equipment overhauled, very sound mechanical condition, £24. Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-264

SINGER. 1933 super 9 h.p. sports coupe, black and cream, mileage only 4,000, cost over £200, indistinguishable from new, licensed, £155; guaranteed; exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. Bayswater 4274. 84-253

SINGER. Andrew of Mortlake offers:—
Saloon and open models 1928-32, from £18, guaranteed before and after sale, taxed and insured; self-finance terms from £8; generous exchange. Write for particulars, 37 Sheen Lane, Mortlake (Station). Prospect 3352. 83-1328

SINGERS. Newnams for good Singers at right prices. Few examples below but full list on request. Self-financed terms and generous exchange allowances.

1931 Ten de luxe sun saloon, first-class example, £75.

1932 8 h.p. de luxe sun saloon, most attractive throughout, £82.

1930 8 h.p. coachbuilt sun saloon, exceptionally smart little car, £48. Newnham House, 237 Hammersmith Rd., London, W.6. Riverside 4646. 84-1323

SINGER Ten, 1931 (June) sun saloon, taxed, in really beautiful condition, bargain, price £65; exchange and deferred. Penge Motors, Green Lane, Penge. Sydenham 0604. 84-172

SINGER Eight, 1927 tourer, and accessories, £22 10s., or near offer. Charles Smith, "Dongola," Grove Side, Bookham, Surrey. 84-m146

SINGER. Newnams offer 1929 Junior saloon, particularly smart and attractive, £46. 136 Streatham Hill. Tulse Hill 6222. 84-145

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

SINGER. Newnams offer 1933 Nine de luxe saloon, small mileage, almost as new, £130; self-financed hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 84-146

SINGER Eight, late 1928 de luxe four-seater, one owner, taxed, etc., bargain, £25; exchanges and deferred terms. Cummings, 101 Fulham Road, S.W.3. 84-180

SINGER Junior, 1929 four-seater, in superb condition, excellent tyres, many accessories, cellulosed maroon, one owner, £45.

SINGER, 1928, registered 1929, 8 h.p., de luxe four-seater, similar condition to above car, £28; three months' written guarantee; own simple hire-purchase system. References, guarantors, etc., unnecessary; immediate insurance cover effected on premises. Ruffells Motors, White Hart Lane, Barnes, S.W.13. Prospect 5549. 84-1296

SINGER Junior, £35!!! 1929 sportsman's coupe, black and red, taxed year, excellent condition. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 84-x572

SINGER Junior, £65; 1931 sunshine saloon, most perfect order. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8155-6-7. 84-367

SINGER open tourer, 8 h.p. Junior, 1931, four-speed, rear petrol tank, almost same as new, year's tax, £55; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 0607., 84-338

SINGER Junior tourer, 1928, taxed September one owner, £21. 16a Temple Gardens, Golders Green. Speedwell 2836. 84-344

SINGER Ten, 1932, de luxe, sunshine saloon, unsoiled, £115. Denmans, 132-3 Long Acre, W.C. Open Sunday morning. Temple Bar 8155-6-7. 84-356

SINGERS.
Save £s!!!
New, unregistered, fully guaranteed 9 h.p. saloon at special shop-soiled price of £149.
Also de luxe model, £164.
£72 10s. 8 h.p. special sports two-seater, four speeds, etc.
£120. 9 h.p. special sunshine saloon de luxe, taxed.
£169. 9 h.p. sports sunshine coupe, taxed year.
Chantry Motors, Ltd., 30 Uxbridge Road, Ealing, W.5. Ealing 4161-2. 84-389

SINGER Junior. £26 10s. 1929 four-seater tourer, maroon, in splendid order, taxed. Ward and Co., 5 Upper Richmond Road, East Putney, Putney 2818. 84-212

SINGER. Lane Motors for Singers.
1929 Porlock sports two-seater, 33 guineas.
1931 two-seater sports, as new, 69 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 84-204

SINGER, 1929 four-door coachbuilt saloon, blue, taxed, five nearly new tyres, excellent chassis, very clean, £38. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 84-195

SINGER Ten, 1927 two-seater, good running order, £12 10s. or offer. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 84-190

STANDARD, 1929 (July) 9 h.p. saloon, taxed September, excellent condition, £45; instalments, exchange. Ernest Sutton, 79 Davies Street, W.1. Mayfair 4742 zzz-602

STANDARD, 1933 Little Nine Special, blue, new and unregistered, slightly soiled only, £25 under list price. K.J. Motors, Bromley, Kent. Ravensbourne 3456-7. 84-617

STANDARD, 1933 Big Nine sunshine saloon, black-cream, coachwork unblemished, engine 100%, guaranteed, £150. Below.

1933 Little Nine sunshine saloon, black-cream, good as new throughout, mileage 7,000, perfect order, £120. Below.

1932 Big Nine de luxe sunshine saloon, black-cream, full equipment, faultless mechanically, £120. Below.

1932 Little Nine de luxe, sunshine, maroon, Triplex throughout, particularly attractive, taxed year, £105. Below.

1932 Little Nine sunshine, black-red, mileage 14,000, splendidly kept throughout, taxed, £97. Below.

1931 Big Nine sunshine saloon, black-red, leather upholstery, one private owner, beautifully kept, £87. Below.

1930 (April) Teignmouth sunshine saloon, blue-cream, leather, good tyres, sound runner, £65. Below.

1929 Teignmouth sunshine saloon, black-cream, very good tyres, Triplex, taxed, £53. Below.

Smith and Hunter, Ltd., 407 Edgware Road, Ambassador 1011. Evenings 8, Saturday 6, Sunday 10-1. 84-265

STANDARD Little Nine, new shop-soiled saloon, makers' guarantee. H. A. Saunders, 330 Euston Road, N.W.1. Museum 4511. 84-275

STANDARD Nine, 1930 model four-door saloon, sun roof, excellent condition, taxed, £55. Gatehouse Motors, Ltd., Highgate Village, N.6. Phone, Mountview 4444. 84-295

**SECOND-HAND
 LIGHT CARS AND CYCLECARS FOR SALE**
 (continued).

STANDARD. Newnhams for good Standards at right prices; few examples below but full list on request; self-financed terms and generous exchange allowances. A few brand new models available at very substantial reductions.

1933 Little Nine coachbuilt sun saloon, moderate mileage only, £115.
 1932 Little Nine de luxe coachbuilt sun saloon, beautiful little car, £105.
 1933 Big Nine coachbuilt sun saloon, absolute showroom example, £139.
 1932 Big Nine coachbuilt sun saloon, most exceptional appearance, £108.
 1930 9 h.p. Teignmouth sun saloon, really attractive condition, £55.
 Newnhams, Standard Specialists, 237 Hammersmith Road, London, W.6. Riv. 4646. 84-1322

STANDARD Nine, 1929 four-door saloon, sun roof, excellent condition, £50. Below.

1930 Standard Nine saloon, sun roof, Teignmouth, long chassis, £67 10s. Terms, exchanges, etc. 130 West End Lane, N.W.6. West Hampstead Met. Railway Station. (Hampstead 0523.) Sundays 11-2.30. 84-290

STANDARD. Special offer this month. See page 14. 84-156

STANDARD. Cookes Motors offer some exceptionally fine Standard cars. 1933 Big Nine saloon £145; 1931 Big Nine two-seater and dickey, £85; 1932 Little Nine sunshine saloon, £99; 1931 Big Nine coachbuilt de luxe saloon, £99, and many extras. Brighton Road, Sutton, Surrey. Phone, Sutton 3800. Open daily 9-8, including Sundays. 84-242

STANDARD, 1933 model Big Nine sunshine saloon, perfect condition, one owner, £142 10s. Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 84-1299

STANDARD, 1933 Little Nine saloon, perfect condition, £128. Best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 84-1301

STANDARD, 1933 Little Nine de luxe saloon, very small mileage, £135. Bruton Garages, Ltd., 4 Blezheim Street, New Bond Street, W.1. Mayfair 4737. 84-1242

STANDARD Big Nine, 1930, sunshine roof, saloon, taxed, in most excellent condition and with complete equipment, offer subject to any trial, exchanges and terms, £59. Barter and Rowson, 202 East Hill, S.W.18. Batt. 3065. 84-514

STANDARD Nine, 1930 sunshine saloon, four-door, nearly new tyres, £65; exchanges. 34 Hereford Road, Westbourne Grove, W.2. 84-325

STANDARD, £11 deposit or 115 guineas cash. 1933 Little Nine coachbuilt four-door saloon, black and green, sliding roof, one owner, practically new condition, year's tax; exchanges. Rowland Smith. Below.

STANDARD, £8 deposit or 85 guineas cash. Late 1931 Big Nine coachbuilt sunshine saloon, black and red, very exceptional condition. Taxed. Exchanges. List. Week-days, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 84-306

STANDARD. The cheapest ever!! 1929 (October) Nine four-door saloon, Teignmouth, excellent condition, any trial run, taxed, £40. Bungalow, Verbena Gardens, Hammersmith (near Commodore"). Riverside 4126. 84-m175

STANDARD, 1933 Little Nine sun saloon, blue, as new, £115. Campbell, 35 Queensborough Terr., W.2. Bayswater 2116. 84-m164

STANDARD Nine Avon Swan special sports, reduced, 1932, two-seater, taxed year, 109 guineas, or £25 down. Comerfords, Portsmouth Road, Thames Ditton. Phone, Emberbrook 2325. 84-1235

STANDARD Nine, 1929 Tynemouth sunshine saloon, excellent mechanical condition, taxed, £47 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbisdon 0607. 84-339

STANDARD, 1931 Big Nine four-door sun saloon, wire wheels, bumpers, many extras, small mileage, black and green, £79. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 84-547

STANDARD, 150 guineas!!! 1933 Big Twelve de luxe saloon, shop-soiled condition.

140 guineas!!! 1933 Standard Big Nine, sun roof saloon, very smart.
 130 guineas!!! 1933 Standard Little Twelve six-cylinder sun roof saloon.
 115 guineas!!! 1932 Standard Big Nine saloon, coachbuilt, sun roof.
 110 guineas, 1932 Standard Big Nine two-eater. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 84-355

STANDARD Nine, 1928 sunshine saloon, taxed, loose covers fitted, very clean, 35 guineas. Below.

STANDARD Nine, 1929 Teignmouth sun saloon, licensed December, 52 guineas; exchanges, terms. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 84-1235

STANDARDS. Under £100. See page 24. 84-1221

STANDARD. F.O.C.H., Ltd. 1933 Little Nine de luxe four-door coachbuilt saloon, Condor grey and black, brand new, unregistered, list price £174, 145 guineas.

F.O.C.H. 1933 model Little Nine sunshine saloon, blue, one owner, very small mileage, practically new condition, 123 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 84-1270

**SECOND-HAND
 LIGHT CARS AND CYCLECARS FOR SALE**
 (continued).

STANDARD. Lane Motors for Standards.

1929 Big Nine saloon, 49 guineas.
 1928 four-seater, perfect, 29 guineas; terms, exchanges. 208 West End Lane, Hampstead. Open Sunday mornings. 84-205

STANDARD. Real value!!

£187 10s. 1933 Standard Big Nine de luxe four-door sun saloon, marvellous value, unused, fully guaranteed, choice of colours, generous exchange offers; self-financed deferred payments. Below.

£119 10s. 1933 Standard Little Nine coachbuilt saloon, sun roof, definitely as new, very small mileage. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 84-216

STANDARD. £65! 1930 Nine sunshine saloon, excellent condition throughout. Parwood, East Hill, Wandsworth. 84-1295

STANDARD, 1931 Big Nine saloon de luxe, sunshine roof, wire wheels, bargain, £90; another, £85. Rhinds Motors, Ltd., 258 Deansgate, Manchester. Phone, Blackfriars 9352. Exchanges, deferred. Cars bought for cash. 84-1283

SWIFT. Newnhams for good Swifts at right prices; few examples below but full list on request; self-financed terms and generous exchange allowances.

1931 10 h.p. Migrant sun saloon moderate mileage only, £89.
 1931 10 h.p. sports coupe, particularly smart appearance, etc., £68.
 1930 10 h.p. Paladin coachbuilt sun saloon, really beautiful car, £68.
 1930 10 h.p. drop-head coupe, very exceptional opportunity, £45.

Newnhams, Swift Specialists, 237 Hammersmith Road, London, W.6. Riverside 4646. 84-1321

SWIFT, £39. Exchanges, deferred. 1929 1/2 10 h.p. coupe, dickey, four speeds, wire wheels, good tyres, runs well. 19 Holmadene Avenue, Herts Hill. Brixton 0584. 84-234

SWIFT. Special offer this month. See page 14. 84-158

SWIFT 10 1928 two-seater and dickey, f.w.b.s and full equipment, £16. Central Auto Service, 15-17 Putney Bridge Road, Wandsworth. Phone, Putney 4466. Open Sundays. 84-222

SWIFTS. Under £100. See page 24. 84-1222

SWIFT, 1929, 10 h.p. saloon, black and red, taxed, pneumatic upholstery, one owner, a very sound car, £42 10s. A.Z. Motors, Ltd., 62 High Road, Chiswick. 4716. Open Sundays 10-2. 84-324

SWIFT Ten saloon, late 1930, engine just overhauled, mileage 9,700, £60. Alter 6. 14 Kenton Park Crescent, Kenton. 84-m19

SWIFT, 1930 10 h.p. foursome sunshine coupe, taxed December, £60. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8603-4. 85-142

SWIFT, 1929 10 h.p. drop-head coupe, double dickey, four new tyres, one owner, in 1933 condition, £45; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 84-377

SWIFT, 10 h.p. 1930 de luxe drop-head coupe, with dickey, most attractive condition, licensed December, 52 guineas; exchanges, etc. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 84-1254

SWIFT, 50 guineas; exchanges, terms. 1930 10 h.p. four-door saloon, extremely well-kept condition, taxed. Maynards, 241a High Road, Wood Green. 94-1276

TALBOT 10-23 four-seater, good running order, £12 10s. or offer. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 84-191

TALBOT. £10. 8-18 h.p., wonderful mechanically, genuine 40 m.p.g. petrol, 1,100 m.p.g. oil, new hood, balloons, just decarbonized, spare engine unit, back axle and tools, any trial, deliver 50 miles. Dresser, Victoria House, Biggleswade, Beds. 84-m185

TALBOT, 10-23 h.p. two-seater, £9; tax; in excellent condition; seen within radius 100 miles by appointment. Watts, St. Georges, Dorridge, Birmingham. 84-m183

TALBOT, 1925 10-23 Z10, four-seater, balloon tyres, £18. Earl, 75 Heath Street, Hampstead, N.W.3. 84-1314

TRAGTA, 1930 (September) 11 h.p., ultra low-built super-sports, 80 m.p.h., two-seater, drop-head coupe, very attractive car, with an amazing performance, bargain, £85, taxed. Gatehouse Motors, Ltd., Highgate Village, N.6. Phone, Mountview 4444. 84-293

TRIUMPH. New and used Triumphs in stock. Second-hand Triumphs always wanted. Bablake Garage, Ltd., Queen Victoria Road, Coventry. zzz-721

TRIUMPH. Ratcliffe Bros., specialists, offer several good used and shop-soiled Triumph cars. 200 Great Portland Street, W.1. Museum 8603-4. zzz-743

TRIUMPH, 7 h.p. sunshine saloon, new December, 1932, run 3,000 miles, guaranteed, £105. Ratcliffe Brothers, 200 Great Portland Street, W.1. Museum 8603-4. zzz-600

TRIUMPH, 7 h.p. 1932 and 1931 tourers, from £67 10s.; taxed. Ratcliffe Brothers, 200 Great Portland Street, W.1. Museum 8603-4. zzz-599

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

TRIUMPH. Unrepeatable bargains.
New 1933 9 h.p. de luxe saloon, listed at £198; choice of two, £165.
New Southern Cross Sports four-seater, listed £225, one only, green, £189.
New Southern Cross Special Abbott coupe, listed £299, only one, special bargain, £225.
£115!!! 1932 9 h.p. de luxe coachbuilt sunshine saloon, exceptional condition.
£75!!! 1931 7 h.p. sunshine saloon, taxed.
Morgan Hastings, Ltd., The Triumph Specialists, 212 New King's Road, S.W.6. Putney 7611. And 95 New Bond Street, W.1. May-fair 5325. zzz-626

TRIUMPH. Special offer this month See page 14. 84-155

TRIUMPH Ten, 1933 sun saloon, chowroom soiled, wonderfully equipped, including incorporated hydraulic jacking system, list £225, reduced £195; exchange, deferred. R. Martin, Highgate Village, N.6. Mount-view 1228. zzz-606

TRIUMPHS. Under £100. See page 24. 84-1223

TRIUMPH 1931 coachbuilt saloon, 12 h.p., sliding roof, superb condition, £65; deferred terms. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 84-229

TRIUMPH. Newnham's for good Triumphs at right prices. Few examples below, but full list on request. Self-financed terms and generous exchange allowances. A limited number of brand-new models of various types are available at most attractive prices.
1933 Ten de luxe coachbuilt sun saloon, small mileage only, £159
1933 Super Nine de luxe sun saloon, genuine showroom example, £142.
1933 Super Eight de luxe coachbuilt sun saloon, first-class throughout, £118.
1932 Super Nine de luxe coachbuilt sun saloon, beautiful car, £108.
1931 Super Seven saloon, one owner and exceptional, £65.
1930 Super Seven saloon, very good appearance and running order, £45.
Newnham's, Triumph Specialists, 237 Hammersmith Road, London, W.6. Riv. 6466. 84-1320

TRIUMPH. Special offer of slightly used and shop-soiled Triumph 1933 models. Send for list, including second-hand cars. Basil Roy, Ltd., 161 Great Portland Street. Welbeck 1138. 84-254

TRIUMPH 1930 (January) saloon, black-cream wheels, red leather upholstery, good tyres, complete and well cared for, taxed, £55. Smith and Hunter, 407 Edgware Road, Ambassador 1011. 84-259

TRIUMPH Seven 1930 coachbuilt saloon, positively beautiful condition, taxed, £60. Below.
1930 Triumph tourer, smart appearance, good runner, £50. Terms, exchanges, etc. 180 West End Lane, N.W.6. West Hampstead Met. Railway Station. (Hampstead 0523.) Sundays 11-2.30. 84-291

TRIUMPH, £6 deposit or 59 guineas cash. Super Seven, late 1931, Gnat sports two-seater, black and red, exceptional condition. Taxed. Exchanges. List. Week-days, Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 84-308
TRIUMPH, 1929 Super Seven saloon, £39, super condition; also sports two-seater, £39. Exchanges, terms. Yarwoods, Stoneley South, High Road, Tottenham. Phone 3122. 84-327

TRIUMPH 1929 Super Seven de luxe fabric saloon, blue, taxed, one owner, magnificently kept, bargain, £39 10s. Harry Nash, 348 King Street, Hammersmith. 84-1290

TRIUMPH. F.O.C.H., Ltd. 1930 model 7.8 h.p. Super Seven saloon, exceptionally smart Salmons' Tickford body, black and green, i.w.b., wire wheels, pneumatic rexine upholstery, good condition throughout, year's tax, 65 guineas. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open Sunday mornings. 84-1271

TRIUMPH 8 h.p. 1932 specially built sports two-seater, Gnat engine, completely overhauled, very fast, £98. Paul and Co., 51-53 The Mall, Ealing Broadway, W.5. Ealing 4633-4. 84-187

TRIUMPH Super Seven 1930 safety saloon, very well kept, good tyres, licensed, 48 guineas; also 1930 de luxe two-seater and dickey, most attractive condition, 55 guineas; exchanges, etc. Norringtons, 245 Goldhawk Road, Shepherd's Bush. Riverside 2365. 84-1259

TRIUMPH. Cass's Motor Mart, Ltd. (established 1911). 1933 Super-Eight two-seater, mileage 3,000, £115; works conditioned; genuine written guarantee. 5 Warren Street, W.1. Museum 0623. 84-139

TRIUMPH. Newnham's offer 1931 8 h.p. saloon, splendid condition, £72; self-fina ced hire-purchase. 136 Streatham Hill. Tulse Hill 6222. 84-147

TRIUMPH, 1930 Super Eight sports tourer, four-seater, fully equipped, excellent condition throughout, £55. Wright, 195 Sirdar Road, Wood Green, N.22. 84-m181

TRIUMPH, Super Nine sunshine saloon, 1933, de luxe model, taxed and insured, £150. H. E. Albon, 3 Malcolm Street, Derby. 84-m190

TRIUMPH Eight, 1930 coachbuilt saloon, taxed, very nice condition, £55. Paul Sawyer and Co., 72 Gt. Portland Street. Museum 1925. 84-271

TRIUMPH Super Seven, 1930 saloon, 40 guineas! Ribbon radiator, safety glass, taxed, condition really above average. Camden Motors, Buck Street, Camden Town. 84-393

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

TRIUMPHS.
Save £s!!!
New, unregistered, fully guaranteed super 8 h.p. pillarless four-door saloon de luxe, at special shop-soiled price of £145.
£77 10s. 1931 8 h.p. de luxe coachbuilt sunshine saloon, taxed, bumpers, etc.
£97 10s. 1932 8 h.p. pillarless four-door saloon de luxe, taxed year. Chantry Motors, 30 Uxbridge Road, Ealing, W.5. Ealing 84-388 4161-2.

TRIUMPH. Cookes Motors offer special Little 7 h.p. saloon, 1930 series, £49. Brighton Road, Sutton, Surrey. Phone 3800. 84-245

TRIUMPH, 1932 Super Seven de luxe two-seater, one owner, taxed, immaculate condition, £85; motorcycles exchanged; terms. Broadway Motors, 65 High Street, Hounslow. Phone 0175. 84-376

TRIUMPH 1933 Super Nine coachbuilt sunshine saloon, in new condition throughout small mileage, taxed, cost £200 a few months ago, accept £138. Rose and Young, Ltd., 49 Streatham Hill (facing "Locarno"). Phone, Tulse 6464-5. 84-350

TRIUMPH, £115!!! 1932 Scorpion saloon, sunshine roof, 12 h.p., first class order. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 84-361

TROJAN, three-door tourer, pneumatics, excellent engine, condition good, £40. 28 Stilecroft Gardens, North Wembley. 84-m226

VERNON-DERBY, 1931 grand sports, 1,100 c.c., o.h.v., special engine, tax £9, beautiful underslung body with large brakes, four-speed close-ratio gearbox, rev. counter, speedometer, etc., finished in international green, cream wheels, practically new tyres; the whole car is as new, and one of the prettiest two-seaters on the road, starting, lighting, perfect, £85; exchanges, deferred payments. Himing, Used Car Specialist, High Street. Ewell 1740. 84-316

WINDSOR, £12!!! 1927 two-seater and dickey, maroon and black, in really excellent condition, taxed. 18 Kynance Mews, Gloucester Road, S.W.7. Western 4078. 84-x573

WOLSELEYS. Under £100. See page 24. 84-1224

WOLSELEY. Cookes Motors offer two exceptional sports Hornets, 1933 special chassis sports coupe, £210; 1933 special chassis four-seater, £195; both cars as brand new. 10 Lower Grosvenor Place, London, S.W.1. Phone, Victoria 9830. 84-238

WOLSELEY. Cookes Motors offer 1933 series Hornet saloon, safety glass, de luxe model, as new mileage only 7,000, £129. Brighton Road, Sutton Surrey. Phone 3800. 84-243

WOLSELEY, 1933 Hornet sunshine saloon black-brown hide, mileage 7,000, superbly kept, most attractive, any trial, £145. Below.
1931 (April) coachbuilt sunshine saloon, one private owner, good tyres, kept in exceptional order, £68. Below.
Smith and Hunter, Ltd., 407 Edgware Road. Ambassador 1011. Evenings 8, Saturdays 6, Sunday 10-1. 84-261

WOLSELEY, 1932, 80 m.p.h. Daytona special International sports four-seater, total mileage 7,000, finished in blue with upholstery to match, very carefully used car, in spotless condition, cost £285, a genuine bargain, £165; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 84-249

WOLSELEY Hornet. 1931, sunshine saloon, excellent throughout, very fast, taxed, £59. 97 Sydney Road, West Wimbledon, S.W. 84-1311

WOLSELEY Hornet Swallow reduced, 1932 four-seater, blue and cream, one owner from new, 109 guineas, or £25 down. Comerfords, Portsmouth Road, Thames Ditton. 84-1236

WOLSELEY Hornet 1931 Swallow two-seater, cost £225, as new, accept £67 10s. 69 St. Paul's Avenue, Willesden Green, London. 84-167

WOLSELEY Hornet saloon, 1932, sunshine roof, coachbuilt, as new, £97 10s. 69 St. Paul's Avenue, Willesden Green, London. 84-168

WOLSELEY 1932 Hornet, foursome sunshine coupe, black and green, excellent condition, one owner, £150. The Bellevue Garage and Service Stations, Ltd., 18-19 Bellevue Road, Wandsworth Common, S.W.17. Battersea 0479. 84-1233

WOLSELEY Hornet Special, Abbey Trophy, black and red, list £280. Offers. White Hart Garage. Brentwood 124. 84-m125

WOLSELEY, 1931 sports two-seater Hornet, aluminium body, perfect appearance and condition, licensed, £69. Sharam, Ashleigh, Barton, Torquay. 84-m26

WOLSELEY Hornet Swallow sports two-seater, very late 1931, two-tone blue, new condition, taxed, £85. Fred Guy, 198 King Street, near Blue Hall, Hammersmith. Riverside 4652. 84-320

WOLSELEY, £100!!! 1931 Hornet, special Jensen four-seater, phenomenal acceleration, spotless condition; also 1932 Abbey sports at £80. Denmans, 132-3 Long Acre, W.C. Open Sunday mornings. Temple Bar 8135-6-7. 84-368

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

SPARE PARTS FOR LIGHT CARS
(continued).

WOLSELEY Hornet, £11 deposit or 115 guineas cash. 1932 Swallow sports four-seater, black and green, four speeds, Lucas Biflex headlamps, small mileage, carefully used, very exceptional condition. Exchanges. Rowland Smith. Below.

£8 Deposit or 85 guineas cash. Wolseley Hornet, late 1931, Swallow sports two-seater, cream and red, carefully used, exceptional condition. Taxed. Exchanges. List. Week-days Saturdays 9-9, Sundays 9-1. Rowland Smith, High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. 84-304

WOLSELEYS. Broadway Motors for Wolseley Hornet.

1933 March special two-four-seater, in black and red, 85 m.p.h., the most attractive open Hornet built, one owner, very small mileage, £225, cost nearly double.

1932 March special open 2-4-seater, very fast and in excellent condition, £165.

1932 four-door sun saloon, perfect, £105.

1932 special coupe, £145.

1933 four-door sun saloon, blue, taxed year, unscratched, £150.

All the above cars are guaranteed and in first-class condition; motor-cycles in exchange. Broadway Motors, 167 Gt. Portland Street, W.1. Welbeck 8874.

WOLSELEY. Brooklands Motor Co. offers:-

1932 Hornet four-door coachbuilt saloon, choice of two, from £115. Below.

1931 E.W. Special four-seater, Magna wheels, oversize tyres, condition as new, £115; written guarantee, exchanges and private deferred terms. 410-416 Euston Rd., N.W.1. Museum 51434. 84-185

WOLSELEY Hornet. £189 10s. 1933 Daytona Special Sports tourer, small mileage, numerous extras, specially tuned engine; exchanges.

£79 10s. 1931 Wolseley Hornet sports four-seater, black and green, fast and economical; exchanges, terms. Ward and Co., 5 Upper Richmond Road, East Putney. Putney 2818. 84-213

WOLSELEY Hornet. Lane Motors. 1933 Daytona Special two-four-seater, cycle wings, 7,000, maroon, as new, 210 guineas; terms, etc. 208 West End Lane, Hampstead. Open Sunday mornings 84-198

WOLSELEY Hornet 1933 sunshine saloon, taxed year, very clean and exceptional condition throughout, 129 guineas. Below.

1932 Wolseley Hornet sunshine saloon, excellent condition throughout, taxed, 110 guineas. Below.

WOLSELEY Hornet 1932 Special two-four Arrow coachbuilt sports four-seater, blue and cream, special four-speed gearbox, several other extras, attractive car and faultless condition, 119 guineas. Below.

WOLSELEY Hornet, 1932 series, Special E.W. sports two-seater, black and green, mileage 3,000, new and faultless condition throughout, 119 guineas. Exchanges, deferred. W.J.C. Motors, 225 Hammersmith Road, W.6. Riverside 4788. 84-1275

WOLSELEY Hornet, 1932 de luxe, Fordor saloon, Triplex throughout, taxed, £120, guarantee. Evans (Wimbledon), Ltd., Alexandra Road, Wimbledon. 3606. 84-193

IF you want to buy or sell a used motorcar, see "The Motor" Sale Section. Hundreds of car bargains are advertised each week. zzz

SPARE PARTS FOR LIGHT CARS

A.C. All replacements stocked for all models, also guaranteed second-hand parts. Elephant.

BELSIZE. All models. Genuine parts only obtainable from Elephant Motors. New and second-hand.

ELEPHANT service. New and second-hand parts for Fiat, Renault, Citroen, Donnet, Wolseley, Ansaldo, Austin, A.B.C., Deemster, Calthorpe, Zebre, Horstman, Marsaal, Rhode, Riley, Rover, Calcott, Crouch, Castle, Enfield, G.N., G.W.K., Hillman, Humber, Singer, Swift, Albert, Ariel, Autocrat, Lagonda, Hammond, Hampson, Standard, Straker, Mathis, Lea-Francis, Berliet, Peugeot, etc.

CLYNO. For prompt service try Elephant first. Complete stock of new and second-hand parts. Reduced price list, 1924-9 models, 1s., post free.

ELEPHANT. Special parts made or repaired, gears, worm wheels, shafts, etc., quick service.

ELEPHANT MOTORS, LTD., 97-103 Newington Causeway, London, S.E.1. Phone, Hop 7076-7-8. zzz-349

JOWETT. Comprehensive spare stockists. F.O.C.H. Ltd., 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-588

RATCLIFFE BROS., Triumph specialists, supply all parts immediately from stock. 200 Great Portland Street, W.1. Museum 8603-4. zzz-472

SCOTIA MOTOR WORKS have enormous stocks of parts for practically all makes and types of cars, including:-

A.C., A.B.C., Anzani, Austin, Alvis, Albert, Angus, Bean, Belsize, Belsize-Bradshaw, Buick, Buckingham, Clyno, Calthorpe, Calcott, Citroen, Chevrolet, Crouch, Coventry-Premier, Darracq, Deemster, De Dion, Essex, Fiat, Ford, Galloway, G.N., G.W.K., Gwynne, Humber, Hillman, Hurlin, Hotchkiss, Horstman, Hampson, Lagonda, Morris, Marsaal, Maxwell, Mercury, McKenzie, Overland, Peugeot, Rover 8, 9 and 12, Riley, Renault, Rhode, Salmson, Swift, Standard, Singer, Stellite, Scripps-Booth, Talbot, Talbot-Darracq, Trojan, Wolseley and many others. Also large stock of accessories and equipment, including screen, mirrors, lamps, tyres, etc. Prompt attention. Call, write, phone or wire as below.

SCOTIA MOTOR WORKS, 126 Upper Tooting Road, London, S.W.17. Phone, Streatham 6187-8. Grams, "Scotia, Streatham 6.87, London." zzz-221

BASIL ROY, LTD.

TRIUMPH spares. Complete stocks for all models, wholesale and retail. 161 Great Portland Street, W.1. Welbeck 1138. zzz-385

MASKELL for Morgans. Official repairers, carry a complete stock of Morgan spares; write for spare list gratis. 6 Station Road, Camberwell, S.E.6. Brixton 5725. zzz-203

SENECHAL cars, sales, new and second-hand spares and service at The Winter Garden Garage, 10 Macklin Street, W.C.2. Holborn 4236. zzz-711

HEADINGLEY for spares. Frazer-Nash, G.N., Horstman, Lea-Francis, Riley, Rhode, Salmson, Standard, Talbot. Large stocks. Expert advice. Phone 52080, or wire "Trubie, Leeds." The Headingley Motor and Engineering Co., Ltd., 8 Otley Road, Leeds. zzz-868

SWIFT spare parts. The only source from which genuine spares can be obtained for all models of Swift car is through R. H. Collier and Co., Ltd., successors to Swift of Coventry, Ld., or their agents, R. H. Collier and Co., Ltd., Coventry Road, South Yardley, Birmingham. Phone, Acocks Green 1681 (three lines) zzz-607

THE BALHAM MOTOR MART, LTD., for good, cheap, second-hand spares for all makes of car up to 12 h.p. Approval. Inquiries solicited and promptly answered. 260 Balham High Road, S.W.17. Phone-Battersea 2969. zzz-411

RHODE. All spares in stock. Repairs. Rhode Motor Co., Webb Lane, Hall Green, Birmingham. Phone, Springfield 2374. zzz-1111

SPARES for all types of car. State your requirements. Let us quote. Alpertons Lorry and Spare Part Depot, Ealing Road, Alpertons. Perivale 2694. zzz-652

SINGER spares and repairs, clean dismantled parts, complete units, axles, engines, overhauled by Singer experts, list free.

SINGER spares and repairs. Murphy, 17 Sheen Lane, Mortlake, S.W.14. Prospect 3303. zzz-651

AUTO-WRECKERS, LTD., for spares for Austin, Citroen, Clyno, Mathis, Morris, Fiat, Peugeot, Renault, Rover, Riley, Singer, Standard, Swift, Wolseley and many others, also tyres, lamps, speedometers, dynamos, starters, wings, bodies, etc. Phone, Macaulay 2071. Write 72 Park Hill, Clapham, S.W.4. zzz-687

JOWETT spares, all parts stocked, new and second-hand. The Jowett Specialists, The "One Tree" Motor Co., Huddersfield. Phone 1920. zzz-848

HOMACS. Morgan official service depot.

MORGAN. All spares in stock; c.o.d. service; trade supplied.

OFFICIAL repairers appointed by the Morgan Co. for London.

SERVICE overhauls and repairs our speciality.

DEPOT: Homacs, 245-7 Lower Clapton Road, N.E. Clissold 9616-7. zzz-954

AUSTIN 7, Morris Minor, new and second-hand spares for all models. Allen, 5a Bushey Hill Road, S.E.5. Rodney 3181. 102-1004

CLARES MOTOR WORKS for good second-hand spares. Over 500 cars dismantled, including Austin 7, 12 and 20 h.p., A.C. four and six-cylinder, Austro-Daimler, Ariel, Armstrong, Bayliss, Bean, Buick, Calthorpe, Calcott, Chrysler, Citroen all types, Clonley, Clyno 9 h.p., 10.8 and 12 h.p., Darracq, Delage, Erskine, Essex, Galloway, Fiats, Gwynne, Hampton, Hillman, Humber, Jowett, Morris all types, including c.h.v. and s.v. Minors, Peugeot 7 h.p., Renault, Riley, Rover all types, Rhode, Salmson, Singer and Standard all models, Sunbeam, Swift, Talbot all types, Vauxhall, Wolseley, Windsor, and many others, approval, quotations by return. 118 Tulse Hill, S.W.2. Phone, Tulse Hill 6507. Closed on Sundays. zzz-798

CLYNO owners. Guaranteed service by return. Spare parts list free, instruction book free (state horse power) from the Successors to Clyno Eng. Co. (1922), Ltd., R. H. Collier and Co., Ltd., South Yardley, Birmingham. zzz 875

SALMSON spares obtainable for all models. New Depot: British Salmson, Ltd., Raynes Park, S.W.20. Phone, Wimbledon 3901. zzz-583

CROWN wheels and pinions for Singer Junior, Austin Seven, Riley Nine and Morris; lowest prices. Thornton, "Carewell," Wellington, 810p. 94-1165

DISMANTLING Austin 7 h.p. and 12 h.p., Amlicar, Armstrong, Alvis, A.C., Ariel, Bean, Clyno 9 h.p. and 12 h.p., Citroen, Calcott, Chrysler, Delage, De Soto, De Dion, Essex, Fiat 8 h.p. and 10 h.p., Gwynne, Humber 9 h.p., Hillman, Jowett, Lea-Francis, Morris Minor, M.G. Six, Peugeot, Renault Four and Six, Riley, Rhode, Rover 9 h.p. and 10 h.p., Standards, Singer 8 h.p. and 10 h.p., Senechal, Salmson, Sunbeam, Swift 8 h.p. and 10 h.p., Talbots, Vauxhall, Wolseley, etc. All spares on approval. Snows, 42a Wilton Road, Dalston, E.8. Clissold 8645. 84-1531

WITHAMS for spares and prompt attention!!! Dismantling A.C., Amlicar, Ariel, Austin, Alvis, Bean, Clyno, Citroen, De Dion, Fiat, Gwynne, Galloway, Humber, Jowett, Lagonda, Lea-Francis, Morris, Morgan, Peugeot, Riley, Rhode, Rover, Renault, Salmson, Standard, Singer, Swift, Talbot, Trojan, Wolseley, Windsor, etc. Quotations by return. Approval. Head Office: Oldridge Road, Balham, S.W.12. Battersea 3280. Dismantling Depot: Riverside Road, Summerstown, S.W.17. Wimbledon 2513. 84-555

PARWOOD for Austin spares; repairs. Open 9-9. 89 East Hill, Wandsworth. 84-1294

AUSTIN Sevens, spares for sale. Sound and perfect. Rawlins and Co., 5 Silchester Street, Walmer Road, W.10. 84-m194

CAMDEN TOWN GARAGE for Austins, Morris, Singer, Vauxhall, Senechal, De Dion. Bonny Street, Camden Town, N.W.1. Phone, Gulliver 2596. 84-173

SPARE PARTS FOR LIGHT CARS
(continued).

CONWAY for good second-hand spares. Now dismantling Ariel, A.C., Armstrong Siddeley, Arrol-Aster, Arrol-Johnston, Austin, Alvis, Buick, Bean, Crossley, Citroen, Clyno, Daimler, Darracq, Delage, Durant, De Dion, Essex, Fiat, Humber, Hillman, Jowett, Jewett, Lagonda, Lea-Francis, Lancia-Lambda, Morris, Minerva, Overland Whippet, Peugeot, Renault, Riley, Rover, Salmson, Standard, Sunbeam, Studebaker, Star, Swift, Singer, Talbot, Talbot-Darracq, Triumph, Vauxhall, Voisin, Vulcan, Wolsley, Willys-Knight, etc. Send us your inquiries. Quotations by return. Call, write, wire, or phone Acorn 1748. 19 High Street, Acton, W.5. 84-1239

A.B.C. 12 h.p. engine complete. Richards, 35 Medora Road, Brixton, London. 84-m179

NEW LIGHT CARS AND CYCLECARS.

AUSTIN. Rowland Smith (Motors), Ltd.

AUSTIN stockists. Week-days, Saturdays 9-9; Sundays 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-781

AUSTIN.

No deposit. Tourer, £6 1s. monthly. Guaranteed after-sales service.

Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2.

Open till 7 p.m. week-days; 6 p.m. Saturdays. zzz-363

AUSTIN. Weybridge Automobiles, Ltd., official main dealers. Unique sales and service facilities. Weybridge. Phone 235-6-7. zzz-830

AUSTIN. Bruton Garages, Ltd., authorized agents. Deliveries from stock; exchanges and terms. 4 Blenheim Street, New Bond Street, W.1. Mayfair 4737. 84-1243

AUSTIN Seven, Ten-Four and Light Twelve-Four, all the new 1934 models now in stock at Premier; terms direct with each purchaser. Premier Motor Co., Aston Road, Birmingham. 84-228

AUSTIN. Newnhams offer immediate delivery from stock of latest Austin models. Self-financed terms and generous exchange allowances. 237 Hammersmith Road, London. Riverside 4646. Branches: Streatham, Golders Green and Fulham. 84-1317

B.S.A. Rowland Smith (Motors), Ltd.

B.S.A. stockists. Week-days, Saturdays, 9-9; Sundays, 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6401-6. zzz-780

B.S.A. Hackfords, B.S.A. distributors; demonstrations daily on the 1933 9 h.p. water-cooled four-cylinder open sports four-seater at £160. Inspection invited; cash, deferred or exchange at Hackford Motors, Ltd., 182 Acre Lane, Brixton. Phone 3062. zzz-172.

B.S.A. three-wheelers. Main distributors and spare parts stockists. Four-cylinder special sports models in stock. Cash or deferred terms. Owen Bros., 19 Battersea Rise, S.W.11. Phone, 1299 Battersea. Closed 1 o'clock Wednesdays. zzz-754

DERBY. Morgan Hastings, Ltd., sole concessionaires for the new front-wheel-drive 9 h.p. Derby. Spare parts for all previous models. 95 New Bond St., W.1. Mayfair 5323. zzz-149

FORD. An 8 h.p. Ford chassis with a Terrier sports body is the smartest light four-seater on the road, £185 cash, or £40 down and balance monthly, including licence and insurance; delivery from stock. W. Harold Perry, Ltd., Inivicta Works, North Finchley, N.12. Finchley 1111. zzz-584

FORD. Guaranteed delivery, no deposit, £6 12s. monthly; unique after-sales service. Normand Garage, Ltd., 92 Gloucester Road, S.W.7 (five doors from Station). Frobisher 3037. Open 8-3 week-days; Saturdays, 8-8; Sundays, 9-1. Also 489 Oxford Street, W.1. Mayfair 6801-2. Open till 7 p.m. week-days; 6 p.m. Saturdays. zzz-673

FRAZER-NASH cars. All inquiries re hire-purchase or part exchange should be addressed to Frazer Nash Cars, Falcon Works, London Road, Isleworth. Hounslow 0011-2. Demonstration runs at any time anywhere. zzz-626

JOWETT. The Service Company, trade and retail distributors. Sales, service, spares depot. All models on view. Part exchanges. Best possible deferred terms. 273 High Holborn, W.C.1. Holborn 0666. zzz-204

JOWETT. Lovatts for Jowetts.

South London Service Depot and Trade Distributors. Early delivery of all models; cash or deferred. To ensure Jowett service consult the Jowett specialists.

Mitcham: 191 Streatham Road. Phone, Mitcham 1597.
Croydon: 189 Handcroft Road. Phone, Thornton Heath 2468. zzz-257

JOWETTS. Godfreys, Ltd. 1933 models in stock; exchanges and deferred terms. Trade distributors. 366 Euston Road, London, N.W.1. Phone, Museum 1402-3. zzz-412

JOWETT service station (London), main agents. Immediate delivery of all models; part exchanges and deferred payments, service after sale, overhauls and repairs. Westminster Bridge Garage, 5 Lambeth Palace Road, S.E.1. Hop 1665. zzz-82

NEW LIGHT CARS AND CYCLECARS
(continued).

JOWETT agents for Teddington, Hounslow, Staines, Feltham, Twickenham, etc. A.V. Motors, Ltd., 5 Park Road, Teddington. Phone, Kingston 0710. zzz-333

JOWETT. Hampstead, F.O.C.H., Ltd., London Jowett specialists of 11 years' standing. Immediate delivery from stock. Easiest of extended payments from £15 deposit. Service after sales by Jowett experts. Comprehensive stock of spares always carried. Exchanges a speciality. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Every week-day, including Saturdays, 9-9; Sundays, 9-1. zzz-868

JOWETT. Farnham, Surrey. Sales and service. Barnett and Small, West Street. Phone 216. zzz-630

LANCHESTER. Authorized West End retail agents. Inspect and try the new 10 h.p. model. Part exchanges, hire-purchase (self-financed) arranged in 48 hours. Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days; 6 p.m. Saturdays. zzz-555

M.G. Rowland Smith (Motors), Ltd.

M.G. stockists. Week-days, Saturdays, 9-9; Sundays, 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-778

M.G. B.M.T. (Plaistow), Ltd., district distributors for M.G. cars. Delivery from stock of the new J2 2-seater; special sales service and spare part facilities; demonstrations; exceptional allowances; terms. 480 Barking Road, Plaistow, E.13. Phone, Albert Dock 1928. zzz-738

M.G. Midget. Brighton and district M.G. agents. Mansfields, Ltd., Kingsway, Hove. 8490 Portslade. zzz-613

M.G. Jarvis, of Wimbledon.

Wholesale and retail distributors of M.G. cars. Sales at Victoria Crescent. Phone 2526. Service and spares at Grove Works. Phone Liberty 4656. 84-1291

MORGAN. Rowland Smith (Motors), Ltd.

MORGANS. Week-days, Saturdays, 9-9; Sundays, 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-782

MORGANS. Nottinghamshire. See these sturdily built machines and have a trial run at Bennetts (Nottingham), Ltd., 24-30 Shakespeare Street, Nottingham. zzz-199

MORGAN. Latest improved models for immediate delivery! Now is the time to buy. Prices are going up, but you can buy now at today's existing low prices exactly the same model that you would get next Easter! Also you profit by an extra six months' joyous motoring with no additional depreciation! Colmore Depot, 77-85 Station Street, Birmingham. Phone, Midland 4001. 84-1226

MORRIS. Rowland Smith (Motors), Ltd.

MORRIS stockists. Week-days, Saturdays, 9-9; Sundays, 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-783

MORRIS Minor in stock at Platers, of Streatham. Authorized Morris dealers for sales and service. Platers, 376-482 High Rd., Streatham, S.W.16. Phone, Streatham 8480. zzz-602

MORRIS Minor. No deposit; from £5 10s. monthly; extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days; 6 p.m. Saturdays. zzz-356

MORRIS Minor and Morris Ten 1933 models from £100; part exchange, hire-purchase terms. Morris distributors for the Metropolis. Stewart and Ardern, Ltd., Morris House, 103 New Bond Street, W.1.; Morris House, The Vale, Acton, W.3.; Morris House, Bensham Lane, Croydon; Morris House, High Road, South Tottenham, N.15; Morris House, Finchley Road, Golders Green, N.W.11. zzz-603

PALMER-SPECIAL. Current Prices: 9 h.p. i.w.d. Ulster two-seater, £180; Le Mans four-seater, £190; Brooklands special sports, £198 10s. London.

Palmer, Reville and Co.

Sole concessionaires for the new 9 h.p. 70 m.p.h. front-wheel-drive, hand-made Palmer-Special. Full descriptive literature available. Liberty 4986. 14 Merton Park Parade, Wimbledon, S.W.19. (Opposite Nelson Hospital.) 99-136

ROVERS. Henlys, London distributors for Rovers. 155 Great Portland Street, W.1. Museum 7734. zzz-600

SINGER. Croydon Service Depot, wholesale and retail. Turners, Lower Addiscombe Road. Addiscombe 3131. zzz-986

SINGER. Ray Abbott, Ltd., Harrow Weald, distributors. Immediate 1934 models in stock. Phone, Harrow 3884. 84-1332

S.S. Earliest guaranteed deliveries. Parkers, 246 Deansgate, Manchester; also Bradshawgate, Bolton. 84-227

STANDARD. Guaranteed after-sale service; extended payments arranged in 48 hours. Normand Garage, Ltd., 489 Oxford Street, W.1 (between Marble Arch and Selfridges). Phone, Mayfair 6801-2. Open till 7 p.m. week-days; 6 p.m. Saturdays. zzz-357

DYNAMO AND MAGNETO REPAIRERS

(continued).

BEARDMORE ELECTRIC SERVICE.

EXAMPLE prices for specialized high-class electrical work executed by skilled craftsmen, Lucas, Rotax, C.A.V., Ducellier, Remy, Bosch, Scintilla, etc., only authorized genuine makers' parts used. See below.

DISMANTLING dynamos, cleaning and overhauling all parts, re-assembling, testing and adjusting output. See below.

10s. 6d. Ducellier, C.A.V., Lucas, Rotax, Citroen, small-type dynamos and starters; 20s. Fiat, new type; 25s. to 30s. old type; 22s. 6d. S.E.V. Renault, Ducellier dynostarters.

SPECIAL conversions to English machines for Salmson, Amilcar cars, and others.

LIBERAL allowances for immediate exchange while you wait.

18-28 Queen's Road, Hyde Park, W.2.

PHONE: Day, Bayswater 0136-7; night, Bayswater 0044. zzz-832

ELECTRICAL EQUIPMENT.

HUGE stocks of manufacturers' authorized reconditioned replacement units, ready fit while you wait, from £1, taking yours in part payment; despatched seven days' approval against cash.

BEARDMORE ELECTRIC SERVICE, 18-28 Queen's Road, Hyde Park, W.2. Phone: Day, Bayswater 0136-7; night, Bayswater 0044. zzz-264

ELECTRO, CHROMIUM AND NICKEL PLATING.

CHROMIUM plating. Quality work at moderate charges by the original chrome platers in Manchester and district; also nickel, silver plating, enamelling and Parkerizing. F. Davis (Manchester), Ltd., East Stanley Street, Salford. Phone, Blackfriars 4040. 85-829

ENGINES.

CITROEN, Rover, A.B.C., Anzani, Bean, Morris, Essex, Buick, Singer and Clyno engines, also most other makes. Inquiry invited. Scotia Motor Works, 126 Upper Tooting Road, London, S.W.17. Phone, Streatham 6187-8. zzz-45

CONWAY has engines for all cars at the right price. Phone, Acton 1748. 19 High Street, Acton, W.3. 84-1240

EXCHANGES.

ROWLAND SMITH (MOTORS), LTD.

AUSTIN, B.S.A., Hillman, M.G. Magna, M.G. Midget, Morgan, Morris Minor, Riley, Standard, Singer, Triumph and Wolseley stockists; terms, highest exchanges.

ROWLAND SMITH will give you the highest price for your motorcycle or car in exchange for any make of new or second-hand car; second-hand list.

TURN to our small advertisements under "Classified." Week-days, Saturdays, 9-9; Sundays 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-773

NORMAND GARAGE, LTD., exchange specialists, offer highest possible price for your present car or motorcycle on receipt of full particulars in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payment arranged in 48 hours, delivery and collection in England, Scotland or Wales, free service. Immediate delivery of Austin, Morris, Trojan, Triumph, Standard, M.G., Ford and Lanchester. Call, write or phone, 489 Oxford Street, W.1. (Mayfair 6801-9), or 11 Hammersmith Road, W.14 (opposite Olympia). Fulham 3477-9. zzz-360

ARCHIE SIMONS AND CO., exchange specialists. Any make of car supplied; deferred terms; highest possible allowances. 6-7 Warren Street, Tottenham Court Road, W.1 (opposite the Tube Station). Museum 3268-9. zzz-470

F.O.C.H. Exchange specialists. New or second-hand. Cash (either way). Deferred. Free list. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-607

AUSTIN Seven, 1928½, coachbuilt saloon, taxed December, for Morgan, cash either way. 5 Victoria Avenue, Surbiton. 84-m239

NEWNHAMS allow best possible prices for used cars in exchange for new or other used models. Distance no object. 200 cars always in stock. Deferred arranged if desired. 237 Hammersmith Road, London, Riverside 4646. 84-1316

EXCHANGE brand-new latest model 8 h.p. Triumph four-door saloon de luxe, listed at £155, for cheaper car, with cash or balance on self-financed hire-purchase; distance immaterial. Newnhams, 164 Fulham Palace Road, W.6. Fulham 0071. 84-1506

OFFERED for immediate exchange, brand-new latest model 8 h.p. Ford saloon; cheaper used car will be accepted in part payment, with cash or balance on self-financed hire-purchase; distance immaterial. Newnhams, 164 Fulham Palace Road, W.6. Fulham 0071. 84-1503

EXTENDED PAYMENTS.

ROWLAND SMITH (MOTORS), LTD.

TERMS. No references. No inquiries of employers, guarantors and deposits not essential. Charges from 3¼%. Individual requirements given every consideration. Highest exchanges. Full particulars and list on request.

TURN to our small advertisements under "Classified." Week-days, Saturdays, 9-9; Sundays 9-1. High Street, Hampstead. (Hampstead Tube.) Hampstead 6041-6. zzz-772

F.O.C.H. hire-purchase is simple and costs little. Minimum formalities. Very low deposits. 3-5 Heath Street, N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-603

ALWAYS at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives particulars of 700 cars, terms and general information; post free. Payment may be extended over 12, 18 or 24 months. Wm. Whiteley, Ltd., Queen's Road, W.2. Phone, Bayswater 1234. zzz-527

THE SERVICE CO., the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 273 High-Holborn, London. zzz-502

GARAGES.

CHARING CROSS GARAGE, Villiers Street, Strand. Capacity 200 cars; always open, running repairs, accessories, etc.; theatre facilities. Gerrard 1489. zzz-73

HOODS AND SCREENS.

COX. Hood re-covers, best materials; skilled workmanship; side screens repaired or replaced, new sets from 30s. pair.

COX. Hood cloth, khaki or black, 5s. 6d. yd., 72 ins. wide; extra quality 6s. 4d., 72 ins. wide, black leather cloth, two-ply, 7s. 6d. net; 72 ins. wide; coloured sports cloths, from 6s. yd., 72 ins. wide; webbing and banding, 6d. yd.; British celluloid, 58 ins. by 18 ins. by 20-1,000 in., 5s. sheet; samples on application.

COX. Dickey-seat screen, £3 5s.; four-panel rear screens, £4; visors from 10s. 6d. Send for fully illustrated lists.

COX AND CO., Lower Richmond Road, Putney, S.W.15. Phone, Putney 6193 (four lines). zzz-669

ALLEN AND DORSETT for hood re-covering, 2-seaters, 20s. upwards; 4-seaters, 35s. upwards; satisfaction guaranteed. Below.

ALLEN AND DORSETT for side-screen renovations, quick celluloid replacing service, 2s. per panel upwards. 63-65 Aslett Street, Wandsworth. zzz-469

CENTRAL MOTOR INSTITUTE, LTD., for hoods, side screens, mats, fabric body repairs, loose covers, etc. New College Parade, Finchley Road, London, N.W.3. Phone, Primrose 1161. Always open. zzz-815

RE-COVERS, side screens, cellulose replacements, materials; fittings, upholstery. Harrisons, 355 Norwood Road, S.E.27. Streatham 6846. zzz-691

HOODS, re-covers from 30s., loose covers, any kind of upholstery, fabric bodies re-covered and repaired. G. Cheny, 91 Little Albany Street, N.W.1. Phone, Museum 0671. 100-847

BONTOP hood re-covering outfits. Re-cover your own hood, sewing completed, ready to fix, including fixing sundries, carriage paid, details, patterns and prices upon application, please mention make and year.

BONTOP. Best celluloid, 50 by 16 ins., 4s. 6d.; 58 by 18, 5s.; 54 by 24, 5s. 6d.; 20/1,000. Staples for fixing celluloid without sewing, 2 doz. box, 7½d.; 1 gross, 2s. 9d., post free.

BONTOP sidescreens, windscreens and repairs. Hood re-covers, body fabrics, carpets, etc.

BONTOP. Accessory and coachwork manufacturers, Grafton Engineering Co., 100-102 Richmond Road, Raynes Park, London, S.W.20. Wimbledon 6115. zzz-620

TODD AND CO. Hoods re-covered and repaired, side screens recellulosed, general upholstery and repairs, fabric bodies re-covered or repaired. Duncan Street, Islington. Clerkenwell 9049. 95-625

ROBERTS. Hoods and screens repaired and re-covered. 63a High Street, Clapham, S.W.4. Macaulay 5042. 87-251

INSURANCE.

ARMY, NAVY AND GENERAL ASSURANCE ASSOCIATION, LTD. (Established 1904.)

ALL cars favourably rated. Specimen rate. Combined benefits, £7 10s.; touring cars up to 10 h.p., third party only, £4; statutory, £3 8s.

APPLY Head Office, Trafalgar House, Waterloo Place, Pall Mall, London, S.W.1. Phone, Whitehall 9917. zzz-908

OLD-ESTABLISHED companies offer through Andrews and Booth, Ltd., motor insurance, private, commercial, self-drive and private hire; 50% no-claim bonus; cash, monthly or quarterly payments; special short-period policies; let us quote you. 37 Sheen Lane, Mortlake (Station), S.W.14. Prospect 1061 (five lines). zzz-793

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. A complete guide to motor electrical equipment. 2s. 6d. net; 2s. 9d. post free.

TYRES AND TUBES (continued).

THE DUNLOP RUBBER CO. accepts no responsibility for tyres purchased at prices other than those authorized. In the interests of the public the prices of Dunlop car, motorcycle and bicycle tyres are protected, and the sale of any such tyres at prices above or below those appearing in current lists constitutes a breach of the company's conditions of licence. zzz-105

HEMMINGS for tyres.



GOODYEAR all-weather heavy-duty clearance: 26 by 3.50, 15s. 6d.; 27 by 4.00, 19s. 6d.; Pathfinder, 2½ by 3.50, 14s.; 27 by 4.00, 17s. 6d. Hemmings and Sons, Hale, Liverpool. Phone, Hale 30. zzz-712

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO., Broad Street, Birmingham. Phone, Midland 3593. And at Stoke-on-Trent and Northampton.

25,000 car covers to be ceared immediately. The largest stock in the country. Goods dispatched carriage paid against cash, seven days' approval, first passenger train or cash on delivery.

KEENEST prices on application.

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO., Broad Street, Birmingham. Phone, Midland 3593. zzz-654

MARBLE ARCH for brand-new clearance wrapped, fully guaranteed tyres, best makes, including Goodyear, Avon, India, Firestone, Englebert, etc.

A GUARANTEE. We positively guarantee to supply all tyres as below at prices as shown.

26 by 3.50, 12s. 9d.; 27 by 4.00, 13s. 9d.; 27 by 4.40, 15s. 6d.; 30 by 4.50, 16s. 6d.; 28 by 4.75, 21s.; 29 by 5.00, 19s. 6d.; 30 by 5.00, 23s. 6d.; 31 by 5.00, 22s.

BRAND-NEW heavy duty reinforced remoulded, guaranteed 10,000 miles: 26 by 3.50, 8s.; 27 by 4.00, 9s.; 27 by 4.40, 12s.; 29 by 5.00, 13s. 6d.; 28 by 5.25, 17s.; 30 by 5.00, 17s.; 30 by 5.25, 19s. 6d.; 31 by 5.25, 19s. 6d.; 30 by 6.00, 23s. 6d.; all other sizes quoted for.

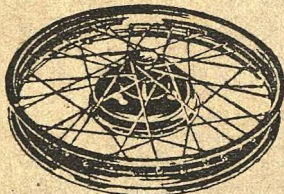
SEND for our latest super bargain list, free.

MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Road, W.2.

PHONE: Paddington 3345-6-7. Hours of business, 9-8, Saturdays 9, Sundays 10-1. (Edgware Road and Shepherd's Bush only.)

BRANCH Depots: 26-26a Goldhawk Road, Shepherd's Bush; 584, 586 Romford Road, Manor Park; 34, 36 Brighton Road, South Croydon. 84-292

WHEELS.



BRAND-NEW wheels, suitable for Austin Sevens, M.G. Midgets, Morris Minors, Wolseley Hornets, etc., 14s. 6d. each. Hemmings and Sons, Dept. L.C., Hale, Liverpool. Phone, Hale 30. zzz-695

HOTELS.

LLANDRINDOD WELLS. Ye Wells Hotel. 100 rooms, two lifts, running hot and cold water in bedrooms. A.A., R.A.C. Michelin. zzz-665

PAGHAM HOLIDAY CAMP (two miles west of Bognor Regis). Right on the sea; bathing raft, indoor and outdoor games and sports; dancing. Ideal for week-ends from town and an excellent centre for touring Hampshire and Sussex. Terms from 2 guineas a week. Special rates for parties and children. Open from Whitsun. Prospectus and all details from the organizers, Messrs. Piggott Bros. and Co., Ltd., 220 Bishopsgate, E.C.2. Phone, Bishopsgate 4851. zzz-753

BOOKS AND PUBLICATIONS

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the Editor of "The Commercial Motor." The theory and practice of compression ignition engines. All types on market described. Practical information on running and maintenance, 2s. 6d. net, 2s. 9d. by post. Temple Press, Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE MOTOR ELECTRICAL MANUAL." 5th Edition. Completely up to date, with many new illustrations. Written in simple language to meet the demand of owner-drivers for complete practical information on the electrical equipment of their cars. 2s. 6d. net, 2s. 9d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE MOTOR MANUAL." 28th Edition. 800th thousand. The standard book on motor vehicles and motoring. Covers the whole subject clearly and understandingly, and is a mine of practical information. Every motorist, beginner or expert should possess a copy. 2s. 6d. net; 2s. 10d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE MOTOR REPAIR MANUAL." A thoroughly comprehensive and up-to-date guide to the home repair of motor vehicles. Full descriptions of tools and how to use them, workshop processes, etc. Fully illustrated. 2s. 6d. net; 2s. 9d. by post. Of all bookstalls and booksellers, or direct from the publishers, Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"THE MOTOR SHIP REFERENCE BOOK." A handbook of authoritative information for shipowners, shipbuilders and marine engineers. Gives details of every large oil-engined liner, cargo ship and other important craft built in 1932, together with other valuable data, diagrams and photographic reproductions. 5s. net; by post 5s. 6d. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

"HOW TO DRIVE A CAR" (12th Edition) deals exhaustively with every aspect of car driving. Written and revised by the staff of "The Motor," the information may be regarded as authoritative and accurate. The more important motoring laws are explained in an easily comprehensible manner. "How to Drive a Car" is obtainable from the publishers, Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1, or from the leading newsgagents and booksellers. It is priced at 2s. 6d. or by post 2s. 9d. zzz

"THE PETROL ENGINE." Every type of petrol engine is dealt with in this valuable handbook, including car, motorcycle, commercial vehicle and motor boat engine, aircraft engines and portable electric lighting and power set engines. Written by experts on the staffs of "The Motor," "The Commercial Motor," "Motor Cycling," and "The Motor Boat." Price 3s. 6d. net; 3s. 10d. by post. Temple Press Ltd., 5-15 Rosebery Avenue, London, E.C.1. zzz

EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

Head Offices, 5-15, ROSEBERY AVENUE, LONDON, E.C.1.
Inland Telegrams: "Pressimus, Holb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000
(Private Exchange).

Midland Offices: 61-65, New Street, Birmingham. Telephone, Midland 4117 (3 lines). Telegrams, "Presswork, Birmingham."
6, Warwick Row, Coventry. Telephone, Coventry 4775. Telegrams, "Presswork, Coventry."

Northern Offices: 274, Deansgate, Manchester. Telephone, Blackfriars 5038-9. Telegrams, "Presswork, Manchester."

EDITORIAL. All Editorial communications and copy must be addressed to "The Editor," and should reach this office not later than first post Monday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or sale return of anything submitted for his consideration.

Accounts for contributions should be sent in immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

SUBSCRIPTION. **THE LIGHT CAR AND CYCLECAR** will be mailed regularly at the following rates:—

	12m.	6m.	3m.
United Kingdom and Canada	19s. 0d.	9s. 6d.	4s. 9d.
Abroad	21s. 0d.	10s. 6d.	5s. 3d.

REMITTANCES. Postal orders, cheques, etc., should be made payable to Temple Press Limited, and crossed "Midland Bank, Ltd., Bedford Row." Remittances from abroad should be made by International Money Order in Sterling. All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on the first page of this section.)

PITMAN'S MOTORISTS' LIBRARY

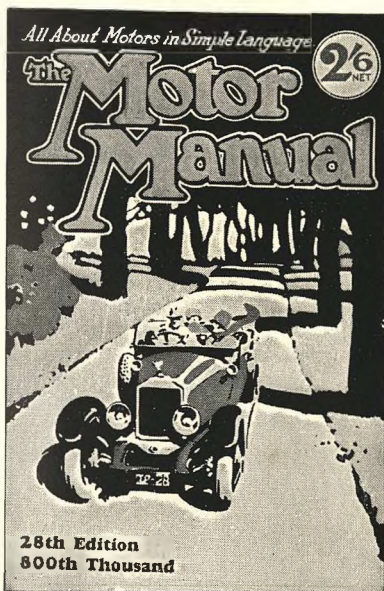
THE BOOK OF THE MORRIS MINOR

By HAROLD JELLEY & ERIC G. EASTWOOD.

This is one of the finest handbooks published for owner-drivers and will be of immense value to owners and potential owners of this popular car. It includes a splendidly clear and helpful section on driving and gives hints on almost every detail of running and maintenance. 128 pp. 2/6 net.

SIR ISAAC PITMAN & SONS, LTD., PARKER STREET, KINGSWAY, LONDON, W.C.2

"COMPRESSION IGNITION ENGINES FOR ROAD VEHICLES." By the Editor of "The Commercial Motor." 2/6 net; 2/9 post free.



- ★ *How to choose a new or a "used" car*
- ★ *How to restore engine power . .*
- ★ *All about the new road laws*

these are but a few of the matters dealt with in——
“THE MOTOR MANUAL”

“THE MOTOR MANUAL” is a complete guide to the modern car and its use, written in straightforward language, with numerous explanatory illustrations.

A special feature of the latest edition is an enlarged section giving the reader much essential information on recent changes in motoring law.

All the latest developments in car design and construction are thoroughly covered, and it is claimed that “The Motor Manual” contains more information on motors and motoring than does any other single book.

**Well over Three-quarters
of a MILLION COPIES
HAVE BEEN SOLD!**

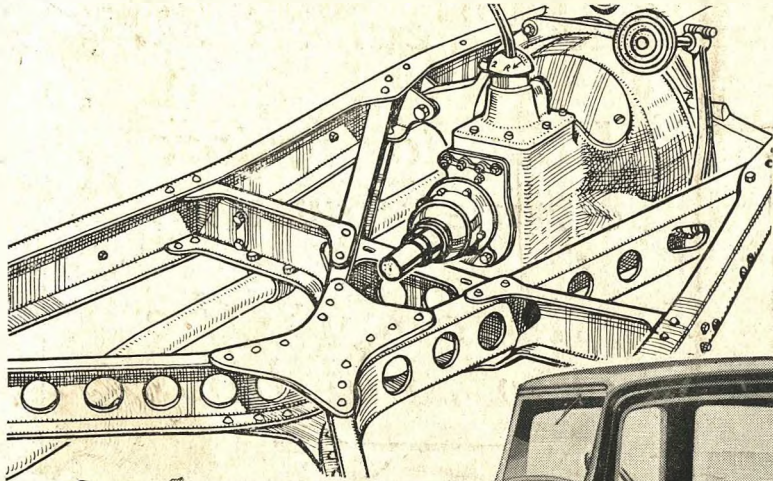
PRICE 2/6 NET.
Of all bookstalls and booksellers, or
2/10 post free from the publishers.

Published by Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1

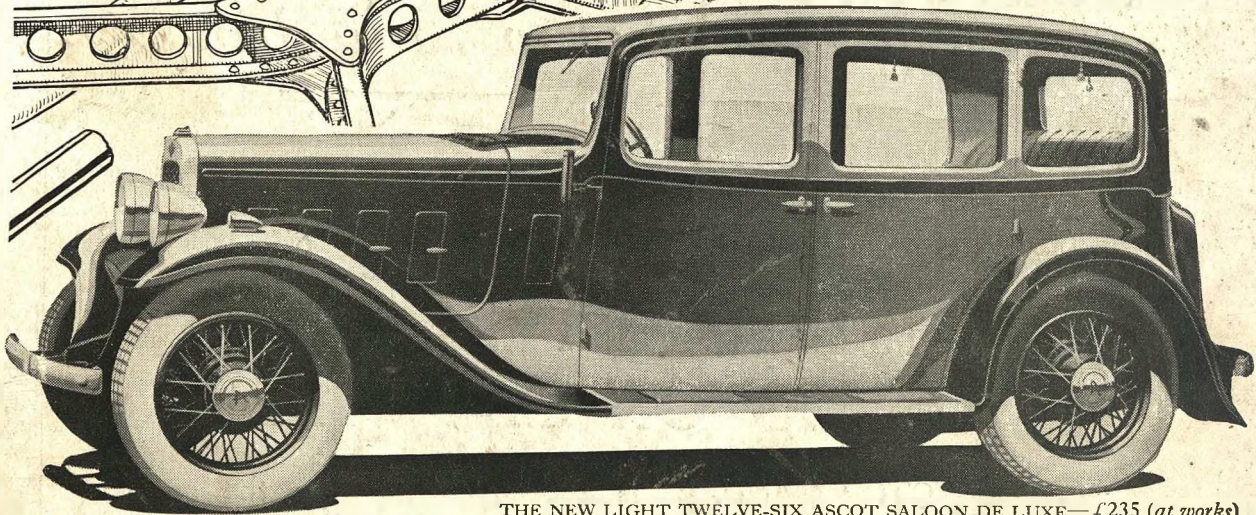
A S . D E P E N D A B L E . A S . A N . A U S T I N

NEW Cross-braced Frames

FOR STRENGTH AND RIGIDITY



**ADDED STABILITY
UNDER ALL
ROAD CONDITIONS**



THE NEW LIGHT TWELVE-SIX ASCOT SALOON DE LUXE—£235 (at works)

The new cross-braced Austin chassis—with sturdy diagonal cross-members—has been ‘tried out’ on thousands of miles of the most difficult mountain roads on the Continent, and proved free from all possibility of chassis ‘weave.’ Thus a chassis of extra strength and rigidity, which reduces to a fine minimum the possibility of body rattle developing, is added to the other features which have made the Austin famous for its lasting safety and dependability.

With this improvement, and with the fitting of Synchron-mesh Gears throughout the range, the Austin has never been so sound a motoring investment as to-day! Below is a list of still further developments which help to increase Austin investment value.

PRICES (at works): Seven—from £105 to £152. Ten-Four—from £152 to £215. Light Twelve-Four—from £172 10s. to £218. Twelve—from £265 to £325. Light Twelve-Six—from £200 to £305. Triplex glass throughout and Dunlop tyres.

FURTHER AUSTIN DEVELOPMENTS

- Alternative engines on Twelve-Six at no extra charge—either 13.9 h.p. or 15.9 h.p.
- Direction Indicators fitted standard to all models throughout the range.
- A range of four Sports Models: the new Twelve-Six Greyhound Sports Saloon, the Twelve-Six Sports Tourer, the Ten-Four Sports Tourer and the Seven Sports.
- Spare wheel covers.
- A range of 50 models.

YOU BUY A CAR—BUT YOU INVEST IN AN

A U S T I N

READ THE AUSTIN
MAGAZINE: 4d. every
month.

The Austin Motor Company Limited, Birmingham and 479 Oxford Street, London. London Service Depots: 12, 16 & 20 h.p. Holland Park, W.11. 7 & 10 h.p. North Row, W.1.

Printed and Published Weekly by the Proprietors, TEMPLE PRESS LTD., 5, 7, 9, 11, 13, 15, ROSEBERY AVENUE, LONDON, E.C.1.
AGENTS ABROAD—FRANCE—W. H. Smith & Son, 248, Rue de Rivoli, Paris; Messageries Dawson (S.A.), 18, Rue Albouy, Paris; Messageries Hachette et Cie, 111, Rue Reaumur, Paris.
BELGIUM—W. H. Smith & Son, 75, Boulevard Adolphe Max, Brussels. U.S.A.—The International News Co., New York, N.Y. CANADA—W. Dawson & Sons, Ltd., Toronto, etc.;
Imperial News Co., Ltd., Toronto, etc.; Gordon & Gotch, Toronto. AFRICA—Central News Agency, Ltd., Cape Town, etc.; W. Dawson & Sons (S.A.), Cape Town. INDIA—
A. H. Wheeler, Allahabad, Bombay, Calcutta, etc. AUSTRALASIA—Gordon & Gotch, Sydney, Melbourne, Adelaide, Brisbane, Perth, Launceston, Wellington, etc.